

World Championships HPV 2026 special edition



Jaargang 42

2026-2

Ligfiets &





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of experience

World Championships 2026 Sittard (NL)

Connecting the world

Roel van Dijk, chair of the HPV Club of the Netherlands, NVHPV and Rudi Cools, chair of HPV Belgium

On behalf of the recumbent cycling associations of the Netherlands and Belgium, we would like to extend a warm welcome to you all to the 2026 HPV World Championships.



We are taking over from Italy, which organised last year's world championships across three places around the beautiful Lake Maggiore, thanks to the tremendous efforts of Marco Ruga's team. This time, we will be based at a single location: the well-equipped and welcoming Tom Dumoulin Bike Park in Sittard, with a strong field of 122 competitors!

We are not only taking over the World Championships from Marco Ruga, but also his vision (*see above*), which we are delighted to share with you. In this World Championships special, we use five topics to show you what's happening across the recumbent cycling world. We'll introduce you to the participants, some of whom aren't letting physical discomfort stop them from taking part!

We showcase the innovative spirit and entrepreneurial drive within the recumbent cycling community, as well as the connections created by bloggers, YouTubers and forum moderators. We highlight record-holders and demonstrate that you can go a long way on a recumbent bike — whether on competitive tours, on family holidays, or even when facing significant limitations!

We hope you have a wonderful stay on and around the track and in the beautiful surroundings of Sittard! <

'HPV racing is not only about speed: it is also about friendship, creativity and sharing ideas with people from all over the world. Human Powered Vehicles represent not only a sport, but also a different vision of mobility: more efficiënt, more sustainable and definitely more fun.' – Marco Ruga



Photo Roel van Dijk.

World Championships 2026 Sittard Programme



Tom Dumoulin Bike Park,
Parijsboulevard,
6135 LD Sittard-Geleen

Friday, 10 July

- 12:00–16:00** Registration and technical inspection. Receipt of vouchers for orders in the clubhouse.
- 17:00–18:30** Pasta buffet (only for those who ordered online before 15 June).
- 18:30** Opening parade and opening of the Recumbent World Championships 2026.
- 19:00–19:20** Warm-up on the circuit, then prepare for the start.
- 19:30–21:00** The fastest lap.

Saturday, 11 July

- 08:00–08:50** Warm up on the circuit, then prepare for the start.
- 09:00–12:00** One hour time trial.
- 10:00–17:00** Test circuit.
- 10:00–13:00** Three-country cycle tour start and finish car park.
- 10:00–17:00** Recumbent bicycle fair and second chance recumbent bicycle fair.
- 10:00–22:00** Films clubhouse.
- 12:00–13:00** Registration children's race clubhouse (ages 6 to 15).
- 12:30–13:30** Lunch (only for those who ordered online before 15 June).
- 13:30–14:30** Children's race, central area (15 minutes per race).
- 14:00–14:50** Warm-up on the climbing course, then prepare for the start.
- 15:00** Start climbing criterion 45 minutes + 1 lap on/ half streamlined UF, UFM, PF.
- 16:00–16:20** On the climbing course, then prepare for start FF, FFM.
- 16:30** Start climbing criterion 45 minutes + 1 lap streamlined.
- 18:00–19:30** Pasta buffet (only for those who ordered online before 15 June).
- 19:30–22:00** Social gathering.

Sunday, 12 July

- 08:00–08:50** Warm-up on the circuit, then prepare for the start.
- 09:00–12:00** Three hour race.
- 09:00–13:30** Films.
- 10:00–14:00** Recumbent bicycle fair and second chance recumbent bicycle fair.
- 10:00–13:30** Trial circuit.
- 11:00–12:00** Registration for children's race clubhouse (6 to 15 years old).
- 12:00–13:00** Lunch (only for those who online ordered before 15 June).
- 12:30–13:30** Children's race central area (15 minutes per race).
- 13:30–14:00** Award ceremony and closing of the 2026 World Championships.



Gemeente
Sittard-Geleen
Born

Start at the 2025 World Championship, photo Marco Ruga.



Edited by HPV Club of The Netherlands, NVHPV, and the Belgian union HPV Belgium.

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Nynke Veldman rijdt mee.



Editorial

The editorial team of Ligfiets&

Dit is een bijzondere uitgave van *Ligfiets&* bij de Wereldkampioenschappen 2026 in Sittard. Het is deels in het Engels en deels in het Nederlands.

Het geeft een beeld van de Wereldkampioenschappen, maar ook van de internationale en Nederlandse ligfietsgemeenschap.

Er wordt ook een PDF uitgegeven, www.ligfiets.net. <

This is a special edition of *Ligfiets&* to mark the 2026 World Championships in Sittard. It is partly in English and partly in Dutch.

It provides an insight into the World Championships, as well as the international and Dutch recumbent cycling community.

A PDF version is also available; see www.ligfiets.net. <



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ventilating seat pad

WCC'26&



Meet the participants in the 2026 World Championships and their bikes

Championships Statistics

30 Unfaired, UF (of which 2 female, 2 tandems). An 'open' recumbent bicycle on two wheels with no fairing. This category also includes handbikes, tandems and rowing recumbents.

16 Partially faired, PF A partially 'open' recumbent bicycle with, for example, a rear fairing and/or a front mudguard.

18 Unfaired Multitrack, UFM (of which 3 female and 1 handbike). Three-wheelers without fairings, also known as trikes.

52 Fully Faired Multitrack, FFM (of which 3 female). Three- or four- wheelers with full fairings, also known as velomobiles.

4 Fully Faired, FF (of which 1 female). Two-wheelers with full fairing.

(Former) World Champions 7, World-record holders 1. 16 Youngest one, 70 Oldest one. Average age 49. 2 x Family member. 2 x Father & son.



James Coxon (51) UF,
Caerphilly, Wales (UK)

Message to the world When I acquired my disability I thought my sporting world had ended, but in fact it introduced me to the amazing recumbent community!

Occupation Retired dental surgeon.

Marital status Married.

Number of kilometers per year A lot!

Number of years riding a recumbent bike 6 years (5 years trike, 1 year two-wheel recumbent bike).

On the photo I am riding a *Zockra* in preparation for the masters hour record.

Hobbies Cycling, sailing, dog training.

Recumbent cycling club I belong to Pedal power disability cycling group.

Achievements 1 hour world record unfaired trike (50.4 kilometres), 100 kilometres world record unfaired trike (2 hours 3 minutes), 4 times world record unfaired trike, 3 times British Para National Champion trike, 2023 World Champion unfaired trike.

Competing in the World Cup with Unfaired Bike.

**Philippe Saumont (62) UFM (trike),
Pordic, France**

Message to the world Never give up!

Occupation Retired puppeteer.

Marital status In a relationship.

Number of kilometers per year 7,000 kilometres.

Number of years riding a recumbent bike Two years.

Competing in the World Cup with Trike (UFM). Having undergone three serious back operations, the first of which was in Siberia, Russia, I was told I would never walk again. I discovered the recumbent bike and it 'put me back on my feet'. I could no longer walk, cycle or do any sport. Recumbent cycling allowed me to rest my spine whilst riding. Month by month, I increased the length of my rides (3 kilometres, then 10, then 30, then 60....) and at the same time I stopped taking the medication that was keeping me going for the pain and the tingling in my feet. In my case, my nervous system was affected. I opted for an electric-assist recumbent bike at first and now I can ride without assistance at almost the same average speed. The recumbent bike has saved my life! It is my therapy; in my case, it is my way of exercising and regaining the use of my legs and my mental well-being. Thanks to this exercise, I walk much better and, above all, I am working for the future of my body. It took me five years of struggling before I got to the recumbent bike... a wheelchair, crutches, a walking frame... Two years ago, before the recumbent bike, I was using a walking frame!



**Julian Kraft (27) FFM,
Karlsruhe (Germany)**

My strategy Make every ride a tailored training ride!

Occupation Scientist in lightweight design with technologies like (thermoset) injection molding and plasma treatments.

Number of kilometers per year Most of my personal logistics are done by bike or velomobile. With a yearly average of just around 10 000 kilometres and no strict training plan, my strategy is to make every ride a tailored training ride.

Number of years riding a recumbent bike Racing since ten years, debuted in World Championships in Belgium. Set two world records (6 and 12 hours). My velomobile journey started in 2023 with the green DFXL. This was a great entry point, and I managed to win several races with it against newer models. Last year with the design of *Theta*, I could set a new milestone. I finally have my own true *Racemachine*.

Achievements World Champion in the velomobile category. My special discipline are short, explosive sprints.

Competing in the World Cup with This year I'm bringing the baby-blue *Theta* to the World Championships. My bike was designed last year by my team of 4, and I built it during this winter for races like this (FFM).

Recumbent cycling with When I'm not in the workshop building another bike, you can find me on the road during high-speed training sessions or social rides with friends.

Andrew Sidwell (70) PF, (UK)

Number of years riding a recumbent bike I first discovered recumbent bikes in the late 1990s as a way of getting to work faster. For years I was slowly getting quicker on my 16 kilometre ride to work, but just couldn't get under 30 minutes. On the first day I rode my new *Dalliegerad* recumbent (from a small bike-builder near Munich) my time was just under 25 minutes – I was hooked. My current everyday bike is a *Challenge Furai*, the slightly lower version of the more well-known *Seiran* – it's only the second road recumbent I've ever owned and it is *perfect*. Many thanks to Hans at Elan for saving the brand.

Recumbent cycling club I belong to I am the Official Nerd in Residence for the British Human Power Club.



'Nerd' is an English word meaning 'wise old man' so I get to look after the websites, email and online shop which are far too difficult for a younger person to understand.

Achievements My first World HPV Championship was in 2001 (Brighton, UK) and Sittard-Geleen will be my 15th. My favourite, if I have to pick, was probably Mannheim in 2017. I spent three hours racing round

the bumpy city streets in 30 degrees heat, however my timing tag had spent the same three hours sitting by the side of the road, attached to the fairing which had fallen off after hitting a large hole in the road on the first lap. Ah, happy memories... hmmm.

Competing in the World Cup with I've been racing recumbents since 2000, for the past 10 years on one of Mike Burrows's Ratracers, a part-faired lowracer. Mike used to design and build a new *Ratracer* every year and mine (the *Ratracer Cadillac*) was the first one that Mike let go to another rider. I turned 70 earlier this year and am still racing, although I am now much more careful in the wet – bodies take so much longer to mend the older they get.

Alexander Kamminga (51, NL) UF

I have been a recumbent cyclist since 1995. I have been competing since 2018. My fleet includes the *M5 M-Racer 28-28* and the *M5 CHR 28-28* and *DF XL-36*. I am a board member of the recumbent cycling club. I don't cycle to work and I cycle for pleasure and to keep fit.

Bart Roest (34, Belgium) UF

Recumbent cyclist since 2023 riding a *M5 26/26*, mostly for touring and commuting.

Michael Lutz (46, Schweiz) FFM

I like the efficiency of the velomobile, which allows me to cover greater distances under my own power.

Ben Dijkema (68) (NL, UF)

I only discovered recumbent cycling a few years ago. I live near the velodrome in Sloten, where I sometimes train on the *CHR*. I rode my first race last year. Lake Maggiore was brilliant! We'll see how it goes this time.

Alexander Lechtenberg (32, Germany) UF

M5 M-racer.

Marco Ruga (43) UF, Borgomanero (Northern Italy)

Message to the world Never stop experimenting. Human power can achieve incredible things. I strongly believe that human-powered vehicles represent not only a sport, but also a different vision of mobility: more efficient, more sustainable and definitely more fun.

What I do: Besides racing, I run one of the largest Italian YouTube channels dedicated to recumbent bikes and alternative transportation, where I share technical reviews, events, races and personal projects. Through videos, public demonstrations and exhibitions, I try to show that cycling can still evolve and surprise people. www.velocitapedali.it and www.youtube.com/@MarcoRuga.

Number of years riding a recumbent bike I started riding recumbents because I was fascinated by the idea that human power could be combined with aerodynamics, efficiency and innovation. Over time, this passion became an important part of my life. For me, HPV racing is not only about speed: it is also about friendship, creativity and sharing ideas with people from all over the world.

Hobbies I enjoy racing, travelling, designing and testing unconventional bikes and velomobiles, especially homebuilt and experimental projects. For many years I have been promoting recumbent cycling, velomobiles and human-powered vehicles through competitions, events, technical projects, videos and social media.

Recumbent cycling club I belong to The most extraordinary experience for me was to organise the 2025 Human Powered Vehicle World Championships in



Italy together with the ASD *Velocità a Pedali* team. The event took place on the beautiful roads along Lake Maggiore and brought together riders, teams and enthusiasts from many different countries for a week of races, exhibitions, technical innovation and friendship. Organizing a world championship was an incredible opportunity to promote recumbent cycling and human-powered vehicles to the Italian public through media coverage, public events and test rides in one of the most scenic areas of Northern Italy.

Achievements I regularly participate in HPV competitions, both as a rider and as an organiser. One of my proudest moments was becoming World Champion in the semi-faired category in 2023.

Competing in the World Cup with Unfaired Bike

Sandro Bollina (63, Schweiz) PF

I've been taking part in recumbent bike races for 32 years. It's always great fun.

Guido Holenstein (66, Schweiz) PF

'It is my 5th time that I participate on a HPV WM, with different *Lightning* bicycles (*P38*, *F40*). This time I will be PF, just let the nose-con on the bike.

Christian Winkgen (53, Germany) FFM

Alpha 9.2 Velomobile Youtube@ChristianWSG.

Patrick Hagemann (36, Germany) UFM

Winner of the 2015 and 2016 World Championships. Back on track for the podium after overcoming rheumatism, riding a *Velomo HiTrike GTI*. The lightest and fastest fullsuspension trike on the market, weighing just 11 kilograms.

Alexander van der Zee (35, Belgium) FFM

My velomobile is the best semi-impulsive purchase I've ever made! I love cycling the 50 kilometre to work on it. Little Alexander would never have imagined that he'd one day compete in a world championship; this would never have happened without d'Orangereus!

Philippe Descubes (58, France) UFM
Winner 2024 and 2025 in trike category.

Bo Jesper Brandt Gustavsson (58, Denmark) FFM
Currently own *DF XL* and *Milan SL*. Have done one Cycle Vision event and some Hamburg-Berlin but dreamed about this event for many years!

Timotheus Nierychlewski-Thomas (38) (Germany) FFM
I've been riding a velomobile since 2018. I started competing in races in 2023. The World Championship events are a highlight of the year for me. This year, I'd like to bring a *Milan* along for the long-distance races, in addition to my *DF XL*. The velomobile is my main mode of transport for commuting.

Tilman Riedel (42) (Germany) PF
First time participant in any recumbent event. Riding an *M5 carbon High Racer* for a few years now.



Rogier V. (39) (NL) FFM
I've been a cyclist since October, and a recumbent cyclist at that. I used to skate for a very long time, and started running in my thirties, including a few marathons. Motto: 'Where there's a will, there's a way.'

Pereau Christophe (45, France) & Diegho Almeida (45, Argentina) UF
We're competing with a tandem bike, with the rider in the front seat and the passenger in the rear seat, on a *Performer*.



Yair da Costa (37) FFM (NL)
Message to the world Be smart, healthy and environmentally conscious: become a 'velonaut' and get rich by cycling!

Number of kilometers per year 15 000.
Number of years riding a recumbent bike 1.5 year. As a secondary school pupil, I'd occasionally see one of those lovely 'velomobiles' whizzing past. It was fascinating. Yet it took nearly twenty years before I actually bought a velomobile myself. I simply didn't know what they were called or where I could buy one. After seeing a photo of a velomobile in the newspaper, I went on YouTube to watch videos and see how such a contraption worked. I was soon completely sold on the idea. It was just that high purchase price... Thanks to my employer's bike scheme and a one-off sustainability allowance, I was able to buy a lovely second-hand recumbent bike from velomobiel.nl. After 18 months, I wouldn't have it any other way. It's still such a joy to ride my *QuestXS*! So much so that I now do the vast majority of my (essential) journeys on the velomobile. The exercise is good for my physical and mental health, the fuel savings – with current fuel prices, almost € 4,000 a year! – are good for my wallet, and in this way I'm helping to improve the climate. At the start of this year, I reached the break-even point where the

fuel savings I'd made outweighed the (purchase) cost of my *QuestXS*. So, ever since then, I've been making money from my journeys on the recumbent bike. So be smart, healthy and environmentally conscious: become a 'velonaut' and get rich by cycling!
Achievements This is my first World Championship.
Competing in the World Cup with *QuestXS*.

Stephen Slade (69) FF, (UK)
Designer Miles Kingsbury (70), rider Stephen Slade (69) (UK). Miles Kingsbury: "I was going to bring my first new bike in a few years. A fully streamlined two-wheeler. It's called the *Bubble Bike*. But unfortunately, it won't be ready in time. And now Steve will still be coming with *Beano*, and I may well come as a spectator." Stephen Slade: "This picture is from the 2025 Battle



Mountain doing over 60 miles p/h (96 kilometres p/h). I first started racing the *Beano* in late 2007. My first World Championships where in 2008 and have won it five times in all (so far). The *Beano* is now showing 19 years of battle scars mainly from the 8 (min) days a year in the BHPC race calendar. Now approaching my 70th birthday (in September) I still hope to do well at the Worlds."

Kim Wall (46, UK) FF
I am the current British Human Power Club women's champion, as well as responsible for the timing system for BHPC races. After years of riding unfaired recumbent bicycles, I have spent the last year learning

to ride a fully faired machine: the *Notso streamliner* was built by Nigel Leaper in the year 2000, and has been incrementally improved by Jon Woolrich over the last 10 years.



Jonathan Woolrich (UK)

I am supporting Kim Wall in Sittard in my bike *Notso*. (Picture David Kirkham).

Jörg Dreßel (Germany, 57) FFM

The velomobile is my everyday mode of transport to work and my hobby.

Niels Kooistra (20) (NL) FFM

I'm Niels, aged 20 jaar and I'm from Groningen in the North of the Netherlands. The *MilanSI* is my second velomobile, I also have a *Quest*. And some unfaired recumbents like a *Flevobike* and a *Flevoracer*.

Joseph Iturbide (42) (France) UFM

Trike developed by Massaio Mobility.

Andreas Hopmann (56) UF, Karlsruhe (Germany)

Message to the world How much recumbent cycling does a person need?

Number of years riding a recumbent bike I have been a passionate Flevonaut for many years — and for good reason. At the age of 17, I had a serious moped accident

that left my left arm completely paralyzed. The *Flevo* front-wheel-steering recumbent bike is perfect for me: I steer with my legs, my right arm is relieved, and I can still ride fast, sporty, and freely. Despite my disability (degree of disability 80), the *Flevo* gives me mobility, independence, and joy.

How I discovered recumbent bikes A former colleague, Hanno Hirsch (<http://www.faltlieger.de/teilnehmer/hirsch.html>, from the folding-recumbent project *Twist*), introduced me to what he called *bicycle yoga*. That was my entry into the world of recumbents — and I've stayed ever since.

Why I compete in the HPV World Championship? For many years, I attended the HPV World Championships as a spectator — in Mannheim, Austria, and England. In Austria, I met Julian Kraft, Velomobile World Champion from Karlsruhe. A year later, we traveled together to England. After that, it was clear: I wanted to race myself.

Competing in the World Cup with I bought a second *Flevo Racer* and converted it into a competition bike. My first race was at Lake Maggiore. And now the journey continues — next stop: the Netherlands.



Good Bike, Avid Flevonaut Lord Ax Hooper

Christophe Courtois (58, Bike planet Belgium of course) FFM

I'm really excited to take part in this event and meet other enthusiasts. I dream of organizing the WK in Belgium in 2028, where I previously tried unsuccessfully to organise an endurance race — the circuit is simply fantastic. I'm very proud of my bike; it's a work of art, a bike dedicated to the environment, sport, health and sustainable transport. See you soon.

Matthew le Ruez (37) UFM, Cornwall (UK)

Occupation Development engineer for inspired cycle engineering (ICE Trikes).

Marital status A family with two kids.

Number of kilometers per year I am now very much enjoying sharing my love for bikes, trikes and cycling with my children. We replace the car where we can with our cargo bike, which both of my children (5 and 1 year old) absolutely love. And commute on a mix of bikes and trikes, while squeezing in time to work on my race trike wherever possible.

Number of years riding a recumbent bike I grew up with my dad cycling every day, which started my passion for cycling at an early age. I first rode a recumbent trike 20 years ago, since then I have been very lucky to turn my hobby into my profession and have been at ICE for over ten years.

Recumbent cycling club I belong to The BHPC (British human powered club).

Achievements This year will be my fourth HPV world championships. I won the class in 2018 (Betteshanger, UK) and 2019 (Nandax, France). During this time I was cycle commuting most days, riding sportives and racing with the BHPC. I have since changed my cycling to dedicate more time to my wonderful family, and very happily returned to the HPV world championships in 2024 (Betteshanger, UK) on a heavily modified and experimental trike, where I managed 4th place.

Competing in the World Cup with *Ice VTX* in the un-faired multitrack class (UFM).



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James Hubbard (36) Plymouth, (UK) UFM

Message to the participants of the WC 2026 I hope everyone has great fun at the World Championships 2026!

Occupation Former doctor/anesthetist.

Number of kilometers per year 4.000.

Number of years riding a recumbent bike I have been riding recumbent trikes for about four years.

Hobbies As well as cycling I like to cook, grow vegetables and look after my very energetic dog called *Vita!*

Recumbent cycling club I belong to I race at BHP events on my *Ice VTX* and also have a *Bowhead*, which is an off road, all terrain trike.

Achievements I have always been a keen cyclist, but had a stroke six years ago which has left me with poor mobility and balance, a tremor on my right side, impaired vision (corrected with glasses) and talking is a challenge. Initially, as I could no longer balance on a two wheel bike, I tried an upright trike, but my poor balance made it impossible. I was introduced to recumbent cycling and I immediately realised it would give me the ability to cycle again, to enjoy the feeling of speed and independence. I ride a trike with all controls on the left, as I cannot use my right hand.

I take part in road race time trials, where I am the only recumbent competitor, as well as BHP events. Last year I took part in the World Championships in Italy.

It was an extremely friendly and welcoming event which I thoroughly enjoyed.

Competing in the World Cup with An *Ice Sprint X Tour* which I use for trails and touring, including the *Velodysey*, which I cycled two years ago, from North France to Spain.

Sam Jocqué (54, Belgium) UF

First appearance at a World Championship. *Bike Challenge Hurricane* (2004).

Cobus Burger (53, South Africa) UF

Born in Cape Town, RSA. Lives in Colorado, USA. I have a *Milan GT* and *Quatrevelo*, *Slyway Ultra*, *ICE VTX* and *Raptobike*.

Rikkie Roozenburg (47, NL) FFM

I'm an older youngster who loves a challenge. That's why I want to take part on my *Flevobike Versatile*. Long distances are my favourite, so I hope to achieve the best result on Sunday.

Bianca Metz (29, Germany) FFM

I've been riding a road bike since I was fifteen. I've had a velomobile since 2024 and cover around 11,000 kilometres a year, including my commute to work. It's a fantastic, versatile vehicle, and it's amazing what you can achieve using just muscle power.

Christophe Goguelat (34, France) FFM

Former industrial engineer working in sustainability now in Decathlon. Riding velomobiles for fun and speed. Finished 4th in England 2024. Will come with my precious *Alpha 7*.

Bedrich Steimann (54) & Isabelle Egli (35) UF

Mixed Santana Tandem



Russel Bridge (49) FF, Manchester, (UK)

Message to everyone I can't wait to race against everyone again in Sittard in 2026 – the previous WC event in Deal, UK in 2024 was fantastic fun, with amazingly strong riders from the low countries and beyond.

Occupation I run an architect's practice in Manchester, and we (6 of us) design office buildings, apartment buildings and private houses. In 2019-2020 I built my own *Passivhaus* (a very low energy house) – in Stalybridge, east Manchester – I'm very, very proud of that achievement!

Marital status Recently single, I've got lovely 18 year old twin daughters Amelia and Jess, who are both just about to go off to university in Edinburgh and Sheffield.

Recumbent cycling club I belong to Since 2010 I've raced recumbent bikes with the British Human Power Club, and since 2015 I've designed and built my own unfaired and faired recumbent bikes. I'm currently racing my latest faired two-wheeler, *Woodstock*, against the fastest bikes and riders in the UK in the BHPC race series.

Achievements I've been lucky enough to compete at the World human Powered Speed Challenge in Battle Mountain, Nevada four times now, achieving my best

speed of 122 kilometres in 2025 in my home-built blue streamliner *Seventyseven*. I had amazing support in 2025 from fellow BHPC racers Barney Harle, John Lucian, Andrew Sidwell and Derrick Tweddle (see photo). In 2025 I was training for ten hours per week in preparation for Battle Mountain, however I've signed up for an Olympic triathlon in June 2026, and so this year I've been somewhat distracted by swim and run training-both going quite badly so far...

Competing in the World Cup with Fully Faired Bike home-built streamliner *Woodstock*.



Sherif Harding (UK) UFM (Handbike)

I'm, unusually, an able-bodied hand-cyclist. I use this bike to compete in the British Human Power Club Championship. My handbike's name is *Brutella*!

Kerstin Lechtenberg (29, Germany) UFM

HP Velotechnik Skorpion 2 (non-suspension).

Nigel Slee (67, UK) UFM

I cycled from the UK via the Rotterdam ferry crossing from Hull in Northern England. I have travelled with a fly fishing rod in case there is any opportunity to wet a line. To save weight he is using the fishing rod as the pole for his tent.

Carsten Böttcher (55, Germany) UF

A selfmade titanium recumbent. It is called *AER*, pronounced as *a-er*.

Fabio Cartini (Italia) FFM

My Velomobile *DF*.

Christophe Fierens (Belgium) FFM, Belgian WAW 558

He has been to Austria and Great-Britain (but missed out on Italy last year). This year almost on home turf and a day older but ready to race once again.



Martin Eggen (68, Switzerland) FFM

When I was a kid the first bike I ever owned—a tricycle I received — was called *Dutchman*. Since 2024, I've been riding a velomobile colour orange. Any other colour is out of the question for me.

Bianca Behr (NL, 57) UF

I've taken part in a race before (Race in the Park) and found I really enjoyed it. I'm under no illusions about my performance when there are women taking part who can cycle fast. And I hope they'll sign up too. But I'd love to see a good number of women taking part so there's a bit of competition among the women as well.

Michael Pongratz (64, Germany) PF

I rebuilt a Flux 220 with 26 rear wheel. Wheels are covered. Fairing main-part is a zipper.

Philip Schmalz (45, Germany) UF

I'm still using my old *Velocra vk2*, just like in previous years



Harvey Hall (23) & Lucian Munro (22, UK) UF

We are from the University of Bath as part of Team Bath Human-Powered on our first fully built recumbent bike.

Toni Kirchner (36, Germany) FFM

I no longer own a car and have been travelling on the *Snoek* since 25 April. It's a fantastic way to travel and sail around the country.

Leander Landuyt (16, Belgium) UF

I'm bringing a *Hurricane* that was rescued from the scrap heap.

Birger Landuyt (43) (Belgium) UF

M5 low racer Jérôme (Avenet 58) (France) I have an old M5 Tica...

Martin Bressler (62) Deutschland) UF

Home made direct front wheel drive.

Niki Pape (46) (Germany) UF

M5 CHR. This is my first event after a very long break from cycling.

Tim S. (45) (NL) FFM

Message to the world Stay fit and help the planet by using the bicycle as your main mode of transport.

Occupation I work with children aged 9 to 13 to develop their talents and skills, with the aim of ensuring equal opportunities for every child. I also help to develop the programme and support the children as a coach.



Nicolas Castanet (48, France) FFM

I've been riding a velomobile for five years. I live in Ardèche, France. I ride a *Milan SL MK7*. I cover about 17,000 km a year.

Arend-Jan van Lent (42) FFM, (NL)

1-hr race at the 2024 WC (UK) with his daughter Lisa in the back of his *Extended Quatrevelo*. I'd been eyeing up the *Quatrevelo* for a while, as it can also accommodate a child seat. In the spring of 2023, a #133 with considerable damage came my way. After a thorough refurbishment, I set off with my little girl: I took her to school in it and in the summer we went on a cycling holiday together. She was four years old at the time. But little girls grow up.

That's why I decided to lengthen the *Quatrevelo* so she'd have more legroom. After a bit of trial and error, I decided that 21 centimetres was the right amount of extra length. I drew a line from the 'waist' to the widest point of the opening above the luggage compartment/passenger section. Once I'd plucked up enough courage, I sawed the bike completely in two. Through various intermediate steps, I then sawed holes for two extra windows in the extended hood, so that she would have a clearer view and to emphasise that the bike has been extended.

After 240 kilometres of solo test rides, the first ride with my daughter on board proved a great success; she had plenty of space and is very happy with the two extra windows. And I, at 1.82 m, fitted in comfortably too.

Off to the 2024 World Championships in England together

In the summer of 2024, we went on another cycling and camping holiday together, this time setting off from home and taking the ferry between Dunkirk and Dover to the World Championships in England and back again. She was comfortable enough to have a lovely 45-minute nap in the back during the one-hour race, whilst I happily did my laps in my own creation. Since buying it, I've driven 14,500 kilometres in the *Quatrevelo*, 7,500 of which were after the conversion. The new *Snoek L* is now parked next to it in my garage. I don't see myself getting rid of the *Quatrevelo* any

time soon, not as long as Lisa is happy to hop in behind me (free from *Ligfiets&* 2024-4).



1-hour race at the back of his *Exrtended Quatrevelo*.

Recent update In May 2026, Arend-Jan obtained a (very rare) *Milan 4.2* body shell, which he is now using to build his next velomobile that can take two grown adults. <

Kilometres per year Around 10,000 km, especially since I discovered recumbent bikes. My bikes have become my main mode of transport.

Since when have you been riding recumbents Since 2021, starting with a *Challenge Furai*. Shortly afterwards, I bought my first velomobile, a *GRP Quest*, which significantly increased my mileage. These days, I mainly ride a *Milan SL Mk3*, primarily for commuting and touring events such as the *Climate Classic*. I also take part in NVHPV competitions.

Other bikes As well as the *Milan*, I also ride a Thys rowing bike and a *Hurricane* for family outings.

Clubs Noorderligt and NVHPV.

Achievements This is my first World Championship. In races, I usually finish just behind the fastest riders.

World Championship bike *Milan SL MK3*.

David L'Hostis (49) (UK) UF

2025 Unfaired 18-50 World Champion *Velokra Nocom*.





Other participants

FF Fully Faired. FFM Fully Faired Multitrack. PF Partly Faired. UF Unfaired. UFM Unfaired Multitrack.

Udo Roehlich (66, Germany) FFM.
Sabine T. (70) UFM.
Rainer Jöst (59, Germany) FFM.
Charles Henry (65, Schweiz) PF.
Lee Carne (43, UK) UFM.
Peter Ender (Austria) FFM.
Jörg Birkenstock (Schweiz) PF.
Oliver Piper (57, NL) FFM.
Benny de Weerd (53) FFM.
Mirco Götz (49) (Germany) UF.
Andreas Sailer (43, Germany) FFM.
Judith Swallow (59, UK) UFM.
Dave Minter (58, Australia) UFM.
Heinz Loher (60, Schweiz) FFM.
Arjen Meurs (64, NL) FFM.
Ymte Sijbrandij (61, NL) FFM.
Pieter Sijbrandij (23, NL) FFM.
Boyd Maduro (28, NL) FF.
Peter Hodgson (56, UK) UFM.
Rainer Umbach (58) UFM.
Fridolin Schapmann (31) FFM
DF XL Oranje.
Ulrich Bentlage (54, Germany) PF.
Tim Couttreel (50, Belgium) UF.
Bernd Kanzinger (68, Schweiz) FFM
Alpha M9.
Heinz Bentlage (57, Germany) PF.
Silvio Gasperi (33, Austria) FFM.
Philipp Hackenbruch (51, Germany) FFM.
Ulrich Benninghofen (57, Germany)
UFM.
Sven Hessler (49, Austria) FFM.
Kiran Hessler (17, Austria) FFM.
Eddy de Jonge (64, Belgium) UF.
Christoph Rindlisbacher (43, Schweiz)
FF.

Bryce Dyer (51, UK) UFM.
Jochen Farwer (56, UK) UF.
Michael Ammann (48, Schweiz) PF.
Heiner Baumann (64) FFM.
Bianca Behr (57, NL) UF.
Mark van Driel (47, NL) FFM.
Rémond Camille (49, France) UF.
Peter Welk (56, Germany) UF.
Peter Coppens (51, Belgium) FFM.
Martin Lux (57, Germany) FFM *Milan SL.*
Benedikte Löhner (57, Austria) FFM *DF.*
Andreas Gerber (53, Schweiz) PF.
Jan Kranczoch (56, Germany) UF.
Jan Stroomer (51, NL) FFM.
Martin Horrocks (57, NL) PF.
Mark-Paul Wijnhof (58, NL) PF.
Werner Klomp (57, Austria) FFM.
Daniel Lehmann (57, Germany) UF
Carbon Frontantrieb, Tieflieger.
Bernhard Böhler (64, Germany) PF.
Piet Kaagman (53, NL) FFM.
Josef Gärtner (64, Germany) PF.
Edgar Teufel (53, Germany) FFM
Alpha M9.
Jos Jacobs (57, NL) UF *Greenmachine.*
Pieter Sijbrandij (23, NL) FFM.
Alexandru Nicolae (Italy).
Diegho Almeida (45, Argentina) UF
Recumbent tandem.
Pereau Christophe (45, France) UF
Recumbent tandem.



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We are the champions! (m/f)

World Championships in Italy 2025, England 2024, Austria 2023 and France 2022

FF Fully Faired. FFM Fully Faired Multitrack. PF Partly Faired. UF Unfaired. UFM Unfaired Multitrack.

● Participant World Championships 2026.



Netherlands 2026

.....



Italy 2025

UF Pierre Goujon, France,
 Thaïs Leborgne, France.
 PF ● Christoph Rindlisbacher, Schweiz, Luzia Niederberger, Schweiz.
 UFM ● Philippe Descubes, France. ● Judith Swallow, UK.
 FFM ● Julian Kraft, Germany, Andrea Hämmerle, Austria.
 FF ● Guido Holenstein, Schweiz. Jemma Chapman, UK



United Kingdom 2024

UF Marvin Tunnat, Germany. Miriam Eisermann, Germany.
 PF Michael Ammann, Schweiz. ● Kim Wall, UK.
 UFM ● Philippe Descubes, France. Thaïs Leborgne, France.
 FFM ● Pieter Sijbrandij, Netherlands. Andrea Hämmerle, Austria.
 FF ● Russell Bridge, UK. Jemma Chapman, UK.



Austria 2023

UF Alain Hinzen, Germany. Anna May Brönnimann, Schweiz.
 PF ● Marco Ruga, Italy.
 UFM ● James Coxon, UK. Miriam Eisermann, Germany.
 FFM Nici Walde, Germany. ● Julian Kraft, Germany.
 FF ● Guido Holenstein, Schweiz.



France 2022

UF Marvin Tunnat, Germany. Thaïs Leborgne, France.
 PF Geoffroy Lelièvre, France.
 UFM Jochem Leemans, Netherlands. Patricia Venant, France.
 FFM Bruno Cendrez, France. Natacha Walther, Schweiz.
 FF ● Guido Holenstein, Schweiz.

Fastest lap +/-
 1000 m flying start
 One-hour race
 Climbing criterion
 45 minutes + 1 lap
 10 m uphill
 Three-hour race

100 m flying start
 400 m
 Mountain-up race
 Two-hour race

100 m flying start
 One round
 One-hour race
 Three-hour race

200 m flying start
 200 m
 1000 m
 4000 m
 Mountain-up race
 Criterium 100 km

200 m
 1000 m
 Mountain-up race
 Criterium 100 km

Competitions

Each World Championships HPV has its own distances

Which events are held depends on the landscape and/or the facilities available in the vicinity of a World Cup and which ones the organising body chooses. So it is not possible to compare the various races with one another. What matters is who achieves the fastest times in the various events. The points from the events are added together. Whoever scores the most points in their category (UF, UFM, PF, FFM, FF) and in the men's or women's class may call themselves world champion. The runners-up and third-placed competitors are also honoured. That makes a total of 15.

Two-time World-champion Andrea Hämmerle

Women of the world: give it a go, racing is great fun



In 2017, I discovered my passion for velomobiles – I was fascinated by the possibility of traveling in an environmentally friendly and efficient way. Since then, I haven't owned a car, which is not only better for the environment but also improves my fitness. Yet, for a long time, the sporting aspect remained somewhat in the background for me.



That all changed in 2023 during the World Championships in Lustenau, where my wife was part of the organizing committee. That's where I rode my first race and finished 4th on my DF velomobile, which also happened to be last place in my category. But that was completely beside the point: it was great fun racing against others. Although I finished last, I was immediately bitten by the racing bug. It was great fun racing against others. Although I finished last, I was immediately gripped by the thrill of racing. That feeling instantly took me back to my childhood, when I was absolutely mad about soapbox cars.

From a love of 'soapbox cars' to a love of HPV-racing

During the 2024 World Championships at Betteshanger Park in England, I managed to win the world title, much to everyone's surprise. In 2025, I had the opportunity to defend my title at the World Championships on Lake Maggiore in Italy. This World Championships was also something truly special. The organizers were so passionate that their enthusiasm was instantly infectious. What really struck with me was the course of the two-hour race, it simply had real character. It wasn't just about stamina and strength, but also riding technique and agility.

But in all honesty, I have to say that, unfortunately,

there were very few women at the start in my category at the 2024 and 2025 World Championships.

I certainly had an advantage in terms of vehicle technology, too. That's why I'm delighted with the world title, but I'm also feeling a bit humble, because there are plenty of riders who are fitter than me.

Unfortunately, for various reasons, I won't be able to take part this year. I wish all the participants lots of fun and success, and a great time together.

I am determined to take part again in 2027. I'm already looking forward to it, and I'm curious to see which country will host the next world championship. <



The Speedrecords

Category	Recordholder(s)	Vehicle	Country	Year	Km/h
Male Single Rider	Todd Reichert	<i>Eta</i>	Canada	2016	144,17
Female Single Rider	Ilona Peltier	<i>Altair 6</i>	France	2019	126,52
Male Multi Rider	Calvin Moes & Evan Benneweis	<i>Titan</i>	Canada	2019	120,26
Female multi Rider	Denise Mueller, Charlene Yarnall, Lenita Anthony, Lori Hoechlin, Barbara Sullivan	<i>Sprocket Rocket</i>	USA	2023	99,10
Male Multi Track	Gareth Hanks	<i>Arion 4</i>	Australia	2016	119,01
Female Multi Track	Lizanne Wilmot	<i>Arion 4</i>	Australia	2024	96,83
Male Arm Powered	Diego Colombari	<i>Daphne</i>	Italy	2024	83,28
Female Arm Powered	Karen Darke	<i>Wasp</i>	UK	2018	74,91

RECORDS&

Battle Mountain, Walhalla of speedrecords

The fastest times are achieved under the most favourable weather conditions, on a straight stretch of road in the Nevada desert, and by the best riders available.



Universities are often involved as well. There is also a Dutch Human Power Team (<https://humanpowerteam.eu/team.html>). Ellen van Vugt has achieved impressive results in this discipline.

Ellen is someone with a long track record in recumbent cycling with over 25 years of racing experience. And with experience comes result. Already in 2004 she broke the world hour record of 68.97km with a second place among the men at the recumbent World Championship. A little over ten years later, in 2015, she improved the Dutch hour record to 80.55 km/h, and in the same period took the 6-hour record with

404 km (67 km/h average). Then in april 2022 on the Dekra track in Klettwitz, Germany, she set a new sprint record at lowland level, where she rode her *VeloX S2* at a speed of 90.714 km/h over 200 meters after a flying



start, beating the previous record of 79.03 km/h by Andrea Blaseckie in 1999. <



Todd Reichert's Aerovelox.

Official World Records For Distances

Source World Ultra Cycling Association WUCA.

Name	Category	Time	MPH	KPH	Distance	Bike	Venue/Event	Date
200 Meter TT Velo - Non Faired								
Sean Costin	Adult Male	11.40	39.244	63.157	200 M	Velokraft NoCom	Northbrook Velodrome Tucker 100	12/7/08
Valentin Dussart	Junior Male	13.059	34.25	55.12	200 M	Velokraft Nocom	Velodrome Léon Boliée, Le Mans, France	5/9/15
Phillip Plath	Masters Male	11.419	39.17	63.038	200 M	Morciglio M1 lowracer	Carson Velodrome	5/24/2015
Ellen van Vugt	Adult Female	13.322	33.58	54.042	200 M	Razz Fazz	Wintercompetitie Apeldoorn	3/14/2009
Barb Prendergast	Masters Female	16.40	27.28	43.903	200 M	Gritters lowracer	Northbrook Velodrome Tucker 100	7/7/07
200 Meter TT Velo - Tail Faired								
Hans Wessels	Adult Male	11.301	39.58	63.698	200 M	Razz Fazz IV	Wintercompetitie Apeldoorn	3/14/2009
Henk van Boxtel	Masters Male	13.056	34.238	55.101	200 M	Fuijn SL	Wintercompetitie Apeldoorn	3/14/2009
200 Meter TT Velo - Trike								
Adam Hari	Adult Male	12.435	35.978	57.901	200 M	Nuby Unfaired Tadpole Trik	Adcock Velodrome, Gosford Australia	4/5/24
200 Meter TT Linear - Non Faired								
Natasha Morrison	Adult Female	12.921 sec	34.62	55.715	200 M	Morciglio Velociraptor	WHPSC at Battle Mountain, NV.	9/14/2017
1 Kilo TT Velo - Non Faired								
Sean Costin	Adult Male	1:07.50	33.14	53.334	1 kilo	Velokraft NoCom	Kenosha Velodrome Murphy 1K	7/13/2008
Florian Kowalik	Junior Male	1:13.746	30.33	48.811	1 kilo	M5 steel highracer	Northbrook Velodrome Tucker 100	7/26/2015
Phillip Plath	Masters Male	1:11.973	31.08	50.018	1 Kilo	Morciglio M1 lowracer	Carson velodrome	5/24/2015
Ellen van Vugt	Adult Female	1:19.97	27.97	45.013	1 kilo	Razz Fazz	Alkmaar	9/3/08
Barb Prendergast	Masters Female	1:36.65	23.133	37.229	1 kilo	Gritters lowracer	Kenosha Velodrome Murphy 1K	8/7/07
1 Kilo TT Velo - Tail Faired								
Sjaak Bloemberg	Adult Male	66.216	33.78	54.364	1 Kilo	Razz Fazz IV	NVHPV Wintercompetition, Netherlands	4/21/2013
Pieter van Dyck	Junior Male	1:16.32	29.31	47.17	1 kilo	Self Built Lowracer	Winter Competition - Alkmaar velodrome	4/2/07
Hanns Stresius	Masters Male	1:13.387	30.48	49.053	1 kilo	M5CLR with M5 tail fairing	BEND HPV races at the Albert-Richter-Velodrom	8/27/2016
Anneke Korthout	Adult Female	1:25.58	26.14	42.068	1 kilo	M5 Lowracer	Winter Competition - Alkmaar velodrome	4/2/07
1 Kilo TT Velo - Trike								
Adam Hari	Adult Male	1:13.057	30.619	49.277	1 K	Nuby Unfaired Tadpole Trik	Adcock Velodrome, Gosford Australia	4/5/24
Matthias Konig	Adult Male	4:23:48	33.96	54.653	4000 Meters	M5 MOEKOKKEN Highrac	Frankfurt-Oder velodrome, Germany	9/18/2016
4 Kilo TT - Tail Faired								
Alain Hinzen	Adult Male	4:20.156	34.387	55.341	4000 Meters	Cobra Bikes Lowracer	Velodrome in Oschelbronn, Germany	6/30/2018
4 Kilo TT - Trike								
James Coxon	Adult Male	4:35.692	32.456	52.233	4000 Meters	Phantom Mini-T (T2)	Geraint Thomas 250 Meter Velodrome	5/7/24
100 Mile TT - Non Faired								
Matthias König	Adult Male	3:26:54.172	28.999	46.67	100 mi	Troytec TT Competition Hig	Dekra test track - Germany	7/26/2014
Will Parker	Junior Male	4:54:43.4	20.36	32.766	100 Mi	Cruzbike Vendetta	White Oak NC	11/6/11
Larry Oslund	Masters Male	3:48:10.1	26.3	42.326	100 Mi	Cruzbike / Ollinger custom	Northbrook 382m outdoor concrete velo	6/8/17
Maria Parker	Adult Female	4:27:19	22.45	36.13	100 Mi	Cruzbike Vendetta	White Oak, NC UMCA	1/10/10
100 Mile TT - Tail Faired								
Alain Hinzen	Adult Male	3:18:37.05	30.209	48.617	100 Miles	Cobra Bikes Lowracer	Velodrome in Oschelbronn, Germany	6/30/2018
100 Mile TT - Trike								
Jochem Leemans	Adult Male	3:54:41	25.57	41.151	100 Miles	ICE VTX Trike	723.521 M outdoor track, Sportpark, Netherland	7/15/2021
Peter Heal	Masters Male	4:47.24.563	20.876	33.597	100 miles	MMaXX – Lizard	Geelong Showgrounds 809m loop, AUS	2/28/2022
1 Hour TT - Non Faired								
Matthias Konig	Adult Male	1:00	35.814	57.637	35.814 miles	M5 MOEKOKKEN highrace	Frankfurt-Oder velodrome, Germany	9/18/2016
Phillip Plath	Masters Male	1:00	31.21	50.227	31.21 miles	Morciglio M1 lowracer	Carson, CA indoor velodrome	6/21/2014
Barbara Buatois	Adult Female	1:00	28.799	46.348	28.7994 mi	Zockra Le Rapide	Velodrome du Lac, Bordeaux, France	10/31/2009

Name	Category	Time	MPH	KPH	Distance	Bike	Venue/Event	Date
1 Hour TT - Tail Faired								
Alain Hinzen	Adult Male	1 Hour	34.024	54.757	54.757 km	Cobrabikes lowracer	Velodrome Suisse, Switzerland	8/7/17
1 Hour TT - Trike								
James Coxon	Adult Male	1 hour	31.374	50.492	50.492 km	Phantom Mini-T (T2)	Geraint Thomas 250 Meter Velodrome	6/25/2022
Peter Heal	Masters Male	1 Hour	23.26	37.433	37.434 km	MMaXX – Lizard	Geelong Showgrounds 809m loop, AUS	2/28/2022
6 Hour TT - Non Faired								
Melchior Poppe	Adult Male	6 Hours	26.483	42.62	721 Kilome	M5 Carbon Highracer	Aldenhoven Test Center, Germany	1/7/23
6 Hour TT - Tail Faired								
Alain Hinzen	Adult Male	6:00:00	25.7	41.36	248.19 km	Cobra Bikes Lowracer	Velodrome in Oschelbronn, Germany	9/24/2016
6 Hour TT - Trike								
Andrew Connolly	Adult Male	6:00:00	23.83	38.351	230.1 km	Phantom Mini-T	Geelong Showgrounds 809m loop	2/28/2022
uenther Brockmann	Masters Male	6:00:00	20.028	32.232	193.396 km	Velomo Hi-Trike	Automobil Test Track Aldenhoven, Germany	9/7/16
12 Hour TT - Non Faired								
Melchior Poppe	Adult Male	12 Hours	24.005	38.632	578 Kilome	M5 Carbon Highracer	Aldenhoven Test Center, Germany	2/7/23
Maria Parker	Adult Female	12 Hours	21.48	34.569	57.804 mile	Cruzbike Vendetta	Lumberton, NC UMCA	10/13/2012
12 Hour TT - Tail Faired								
Alain Hinzen	Adult Male	12:00:00	23.88	38.431	461.15 km	Cobra Bikes Lowracer	Velodrome in Oschelbronn, Germany	9/24/2016
12 Hour TT - Trike								
Andrew Connolly	Adult Male	12:00:00	23.067	37.123	445.481 km	Phantom Mini-T	Geelong Showgrounds 809m loop	2/28/2022
uenther Brockmann	Masters Male	12:00:00	19.405	31.229	374.760 km	Velomo Hi-Trike	Automobil Test Track Aldenhoven, Germany	10/7/16
24 Hour TT - Non Faired								
James Kern	Adult Male	1	21.51	34.617	516.5 miles	Bacchetta Aero	Bike Sebring 24 hour	2/19/2006
David Balfour	Masters Male	1	14.33	23.062	344.1 Miles	CatTrike Speed	Bike Sebring 12/24	2/20/2005
Maria Parker	Adult Female	24 Hours	19.55	31.463	69.198 mile	Cruzbike Vendetta	Lumberton, NC UMCA	10/13/2012
24 Hour TT - Tail Faired								
Andeas Kraus	Adult Male	24 Hours	21.045	33.869	505.0838 Mi	Birk Comet	Dekra Test Track	7/31/2010
24 Hour TT - Trike								
uenther Brockmann	Masters Male	1	17.71	28.501	684.006 km	Velomo Hi-Trike	Automobil Test Track Aldenhoven, Germany	10/7/16

Participant 2026

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Matthias König, King of records



Matthias König, (38, Germany) FFM Snoek I am Matthias König and I come from Germany, where I live and work in the region of Lower Saxony. Alongside my professional career, I am deeply committed to recumbent cycling, which has been a central part of my life for many years.



Over time, this passion has evolved from a personal interest into international competition and record-level performance. I specialize in recumbent bicycles and

human-powered vehicles, focusing on both racing and record disciplines.

My experience includes world championship competitions as well as high-level record attempts, such as hour records and long-distance endurance challenges. Throughout my career, I have been able to achieve several milestones, including multiple world championship titles and participation in international high-speed projects. These activities require not only physical endurance, but also strong technical understanding, teamwork, and attention to aerodynamic efficiency. <

Matthias' records

2023 100-mile standing start speed trial 2:21:07 (average 68.02 km/h).

2023 6-hour 388 km (average 64.7 km/h) *Snoek FFM*.

2016 4,000 m sprint standing start 4:23.480 (average 54.653 km/h) *M5 Moekokken HR*.

2016 1-hour standing start 57.6 km on an *M5 HR* by Bram Moens (photo). He thereby unofficially broke Chris Boardman's 1996 record, who cycled at 56.375 km/h on an upright bike!

2015 100 mile 3.26.54 H (46,67 km/h average) Non-faired *Troytec*.

Since 2015 he is also a team member/rider of the Human Power team in Battle Mountain.



Matthias König in 2016 on a M5 HR.

Jochem Leemans

Breaking Limits on Three Wheels

In the world of recumbent cycling, speed records are often associated with aerodynamics, engineering and physical endurance. But sometimes a record tells a much deeper story. Dutch rider Jochem Leemans became world record holder in both the 100 kilometre and 100 mile trike categories in July 2021 at the Herungerberg outdoor track in Venlo, the Netherlands.



Riding his *ICE VTX* trike in cold rain and difficult conditions, he achieved performances that still stand among the most remarkable accomplishments in modern recumbent racing. For most athletes, such performances

would already represent year of dedication and sacrifice. But in Jochem's case, there is another dimension to the story. In 2004, he suffered a serious BMX accident that let him unable to properly use his left arm. He continues to live with chronic pain and muscular dystrophy affecting the arm and hand. A neurostimulator implanted in his lower back helps reduce the pain through electrical impulses. Ironically, the same BMX world that once changed his life would later become symbolically connected to his greatest sporting achievement. The record track in Venlo surrounds a BMX course. "When riding BMX something bad happened," Jochem later reflected, "but now I break world records around the very same track."

Recumbent cycling became not only a passion, but also a necessity. Initially he continued riding two-wheel recumbents, but as muscular dystrophy increasingly affected his left hand, the stability of a trike became essential. Sport itself also became part of his medical strategy. To manage his condition, Jochem needed daily cardiovascular training at a sustained heart rate of at least 140 beats per minute. Working together with Sport Assistance in Breda, he followed an intensive and highly structured training programme combining endurance riding, interval sessions, strength training and nutritional supervision.

What began as preparation for the World Championships gradually evolved into something else during the Covid pandemic. As uncertainty grew around organised events, Jochem and his support team shifted their focus toward a world record attempt. That support team became crucial. Arnold Ligtoet helped

Jochem's official record times

100 km in 2h 24m 58s, average speed 25.72 mph (41.39 km/h).

100 miles (160.93 km) in 3h 54m 41s, average speed 25.57 mph (41.15 km/h).

navigate the complex regulations surrounding official record attempts and the World Ultra Cycling Association (WUCA). Hans van Vugt and Wim Eggels optimised the technical setup of the trike, tyres and equipment. Trainer Dennis Rijnshoven supervised strength and conditioning work. And throughout the entire process, Jochem's partner Joyce remained one of the most important pillars behind the project.

The preparation demanded extraordinary discipline. Strict nutritional schedules, daily training sessions and long winter hours on the indoor trainer became part of everyday life. Three weeks before the attempt, Jochem travelled with Arnold Ligtoet to the French Alps for a demanding altitude training camp. There he climbed legendary routes such as Alpe d'Huez with his *ICE VTX* and twice completed the brutal La Marmotte route of 174 kilometres and 5,000 metres of climbing. By the time the record day arrived on 15 July 2021, the physical preparation had already pushed him close to his limits. Then came the weather. Heavy rain, cold temperatures and difficult conditions threatened the attempt from the very beginning. At several moments the team considered postponing. But eventually the decision was made to continue. During the ride itself, Jochem faced multiple setbacks, including punctures and even a dog unexpectedly appearing on the track. In the final hour, the cold became almost unbearable. Rainwater, friction and exhaustion turned the last kilometres into a battle of survival as much as speed. Yet he continued.



When the official confirmation finally came, the emotion was overwhelming. Years of training, rehabilitation, discipline and support had resulted in not one, but two world records on the same day. Today, Jochem's achievements remain more than simply athletic performances. They also represent something central to the recumbent world itself: adaptability, resilience and inclusivity. Recumbent cycling has long offered opportunities to riders for whom traditional cycling is difficult or even impossible. Some come for comfort, some for speed, some for rehabilitation and others for freedom. Jochem Leemans' story brings all of those dimensions together in one extraordinary achievement. To improve his quality of life, Jochem decided to have his forearm amputated after all. This took place at the end of September 2025. He is now doing well. He is awaiting an operation to have the previously implanted neurostimulator removed. That is why he cannot take part in the World Championships this year. However, he is part of the core group organising the event. Although he will not participate in the 2026 World Championships due to possible upcoming surgery, his name remains firmly written into recumbent racing history. <

1,512.775 km or 939.995 miles in 24-hours confirmed May 2026!

Alain Lampe Set New World Record

*Recumbent.News reported by Honza Galla,
www.recumbent.news/author/honza/*

Imagine riding at an average speed of 63.03 km/h or 39.17 mph. Reaching that speed on flat ground is already an extraordinary challenge. It requires exceptional fitness, meticulous preparation, and a velomobile capable of sustaining such performance. Yet Australian rider Aidan Lampe did something almost unimaginable: he maintained that pace for a full 24 hours.



On March 28–29, 2026, at the VinFast Vehicle Proving Ground in Lang Lang, Victoria, Australia, Lampe covered an astonishing 1,512.775 km or 939.995 miles in 24 hours, establishing a series of new WUCA (World Ultra Cycling Association) and Guinness World Records (both officially confirmed few days ago) in the Solo, Male, 18–49, Velomobile category.

The ride was completed in a faired recumbent tricycle and pushed the boundaries of human-powered endurance to a level that seems almost impossible.

To put this achievement into perspective, let's compare it with the 24-hour world record on an upright bike. That mark stands at 1,026.2 km or 637.66 miles and is held by Austrian ultra-cyclist Christoph Strasser.

Aidan Lampe's 1,512.775 km or 939.995 miles exceeds that distance by an astonishing 486.6 km or 302.3 miles — a testament not only to his incredible performance, but also to the extraordinary efficiency of modern velomobiles. <



INNOVATIONS&

Innovations Streamlined and Fast From scepticism to the norm?

As long as people have existed, they have searched for better, faster and more efficient ways to move themselves and their belongings. New inventions were often met with scepticism, but once their advantages became clear, they gradually found their place in everyday life.



For centuries, horses, ox carts and sailing ships met humanity's transport needs. With the Industrial Revolution (1760–1800), however, technological progress accelerated rapidly. New forms of transport on land, at sea and in the air transformed the way we travel, work and move goods. At the same time, awareness grew that natural resources are not unlimited. As a result,

interest in sustainable mobility continues to increase. Active forms of transport such as walking and cycling also contribute to better health and well-being. The bicycle is undoubtedly one of the most important inventions in personal transport. The first pedal-less running machine, introduced in 1817, laid the foundation for the modern chaindriven bicycle of 1885. More than a century later, the bicycle remains popular worldwide thanks to its simplicity and practicality.

From Upright to Reclined

As cycling became more popular, its limitations also became apparent. Long rides could cause discomfort, while riding into a headwind required considerable effort. Inventors therefore began searching for more

comfortable and efficient alternatives. In 1896, M. Challand designed the *Horizontal Bicyclette Normale*. A few years later, P.W. Bartlett of England built what is considered to be the first recumbent bicycle with understeer (for ladies). Development continued rapidly. In 1913, Étienne Bunau-Varilla introduced the *De Velo Torpille*, one of the world's first streamlined bicycles. Experiments with aerodynamics eventually led to fully enclosed pedalpowered vehicles known as *Velocars*. During the 1930's, recumbent bicycles began challenging the performance of conventional racing bicycles. In 1933, François Fauré, riding a velocar designed by Charles Mochet, became the first cyclist to cover more than 50 kilometres in one hour, demonstrating the remarkable potential of the recumbent bicycle.



Rover Safety Bicycle of John Kemp Starley, 1885.



Challand's Horizontal Bicyclette normale, 1896.



1905 The first known ladies' bicycle with an understeer by P.W. Bartlett.



Vélo Torpille of Bunau-Varilla, 1913.



A velocar race, 1925.

Innovation Curtailed

The success of the recumbent bicycle also generated resistance. Shortly after Fauré's record-breaking achievement, the Union Cycliste Internationale (UCI) introduced regulations that excluded recumbent bicycles from official competition. As a result, further development continued largely outside mainstream cycling.

Ninety Years of Continued Development

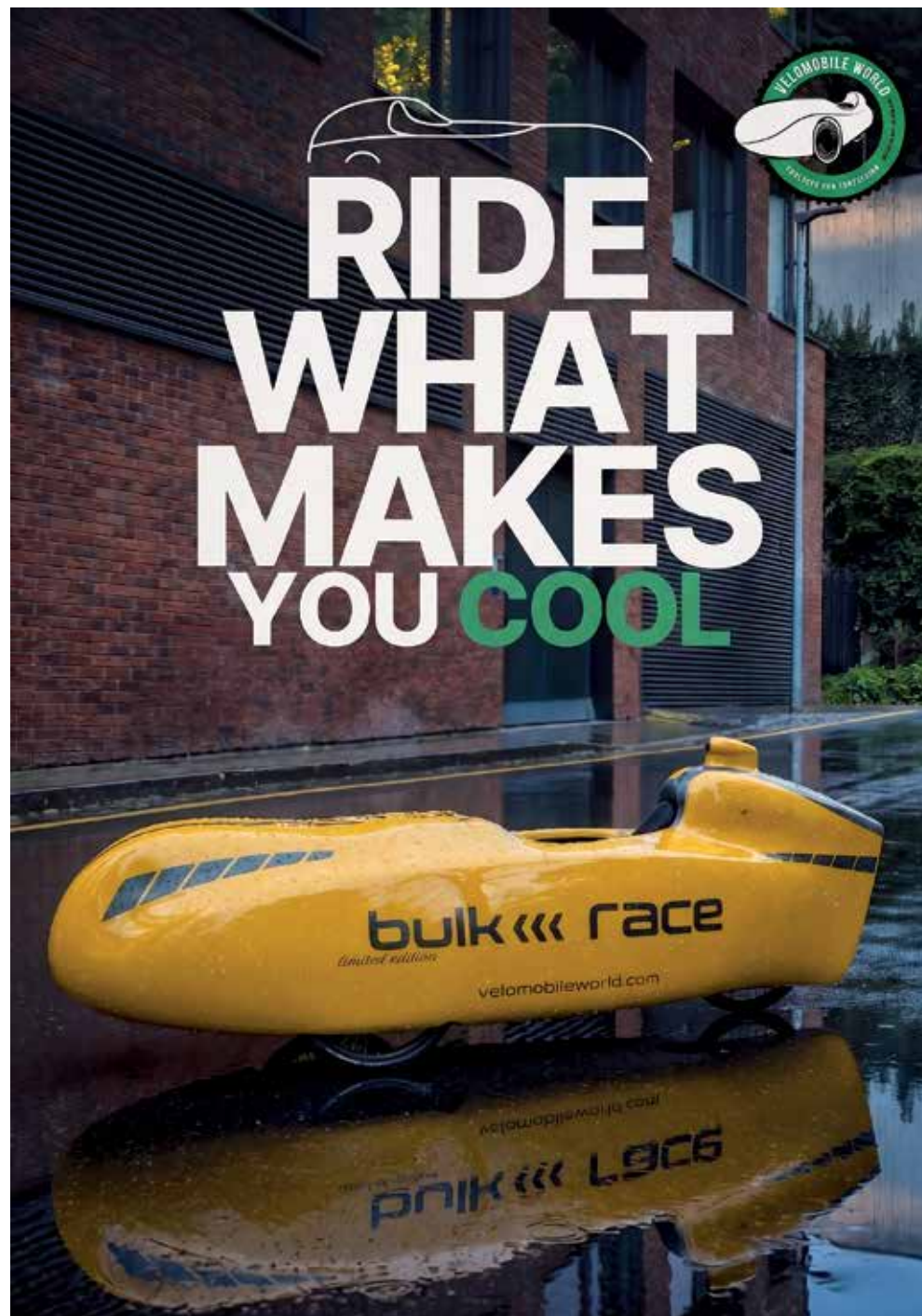
Yet innovation never stopped. Since 1934, designers, engineers and small manufacturers have continued developing new recumbent bicycle concepts. Materials such as aluminium, titanium, fibreglass and carbon fibre enabled lighter, stronger and more aerodynamic designs. Many pioneers and companies disappeared over time, but others grew into successful manufacturers. Thanks to their perseverance, creativity and passion, the recumbent bicycle has continued to evolve and has secured its place as one of the most innovative and fascinating forms of human-powered transport ever created.

Back to the Future?

This magazine includes a report from Spezi, the annual exhibition for special bicycles. Could it be that the ideas of a hundred years ago will finally become the new norm of the future? <



Francis Faure breaking the world hour record, 1933.





Spezi extremely well received in Freiburg



A shortened version of a report, with photographs by Andreas Pooch. The full version was published in the Magazin von HPV Deutschland & Future Bike Schweiz in Info Bull 249 Juni 2026.



Spezi Moves to Freiburg

After three years in Lauchringen, the special bicycle exhibition Spezi relocated to Freiburg. The new venue proved to be a success, a racing around 7,500 visitors and 132 exhibitors across 8,400 square metres of exhibition space. Excellent accessibility, a bicycle-friendly environment and extensive test-riding opportunities made Freiburg an ideal host city. Both visitors and exhibitors responded very positively to the move.

When Is a Bicycle Still a Bicycle? Pedelects Under the Spotlight

One of the key events in the programme was a panel discussion examining where the boundary lies between a bicycle and a motor vehicle. At the heart of the debate was the future of the pedelec. Under current European regulations, pedelecs with a maximum continuous power output of 250 watts and assistance up to 25 km/h are classified as bicycles. As a result, they may use cycle paths and do not require a driving licence, insurance or type approval. However, an increasing number of innovative vehicles— including heavier velomobiles, cargo bikes and adapted bicycles for people with disabilities—are putting pressure on the existing regulatory framework.

Two Visions: More Power or Bicycle-Like Behavior?

To address these challenges, the German cycling industry associations ZIV and Zukunft Fahrrad have proposed increasing the permitted motor power to 750 while retaining the maximum assisted speed of 25 km/h. An alternative approach, supported by Hannes Neupert (Extra Energy) and RLVD (Radlogistikverband Deutschland e.V.) focuses not on motor power but on vehicle behavior. According to this proposal, a bicycle should continue to behave like a conventional bicycle.

The motor should only compensate for additional resistance, while acceleration and top speed remain limited. Proponents argue that this approach would promote both safety and innovation. Stronger motors could be used whenever operating conditions require them, regardless of the combined weight of the vehicle, rider and cargo. At the same time, acceleration would remain limited, enhancing safety for all road users, including pedestrians. Furthermore, future innovation would not be constrained, allowing vehicles such as velomobiles to evolve in entirely new ways.



Notable vehicles

As always, Spezi showcased the remarkable diversity of the cycling world.

Velomobiles

Velomobiles are always crowd-pullers at Spezi and the stands are generally packed. Among the velomobiles attracting considerable attention were the French *Accicycle*, the German *Pedilio*, the Belgian *Quadvelo* and the *Hopper* from Hamburg. Most of these vehicles are offered as pedelecs, while some are also available as more powerful S-pedelecs or light electric vehicles.

Shared velomobile stand

Directly opposite the HPV e.V. information stand was a shared exhibition area featuring several velomobiles. The French company Passion Velomobile presented the new version of the *BlechAlleweder*. Katanga displayed its models, *Pony4* attracted much attention with a *Pony* tandem and a large caravan, and *Quadvelo* was also represented here.

quadvelo.com, passion-velomobile.com, alleweder-velomobile.com, katanga.eu, pony4.bike.

Velomobile World

In the other exhibition hall, Velomobile World naturally also displayed its vehicles, velomobileworld.com. Examples included the *Rad Race Runner* and the ultralightweight *Sollso* balance bike for adults. Bicycle Trailers Bicycle trailers also attracted considerable attention. Brands such as Carla Cargo, Hinterher, Good Motion and Bibby Bikes demonstrated how almost any bicycle can be temporarily transformed into a cargo bike.

Cargo Sector

The cargo bike sector was also strongly represented. Manufacturers such as Fulpra, GoloBike, Karbikes, VOK and Inteltra showcased four-wheeled transport cycles featuring weather protection, high payload capacities and innovative drive systems, including pedal-generator technology.



Trikes, Trailers and Inclusion

Trikes formed another important category at the exhibition. Steintrikes, ICE Trikes and the new *Trix* project presented different interpretations of recumbent and hand-powered trikes, many of them equipped with electric assistance. Inclusion remains an important theme at Spezi. Adapted bicycles, tandem trikes and balance bikes for people with disabilities were well represented. The British trike manufacturer ICE also offers a hand trike and a recumbent bicycle with a Cixie pedal generator, icetrikes.de.

Manta Solar Velomobile

One of the most eye-catching vehicles on display was the Swiss *Manta*. This streamlined velomobile is equipped with solar panels, offers a range of up to



190 kilometres, and features an interior that can even serve as sleeping accommodation. The *Manta* demonstrates just how far the development of sustainable personal mobility has progressed.

Envo Veemo

The three-wheeled velomobile with electric assistance from Geobike MFC comes from Poland. Assistance up to 250 W, 25 km/h, 80 Nm. The company offers a wide range of vehicles, including an e-MTB with a 7,500 W motor and 230 Nm torque, which has reportedly been used in the war in Ukraine and tested by several national armies, geobike.eu.





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A sign of life from Daniel Fenn

By Wilfred Brahm,
photos Kerstin Lübeck
and Wilfred Brahm

At the end of April, Daniel Fenn and his partner Nici Walde gave me a very warm welcome at their home in a quiet spot in the Bavarian countryside. Daniel is known as a designer of velomobiles, and Nici came into his life when he was looking for a woman who could break records with his velomobiles.



Daniel was involved in a serious motorbike accident at the end of 2024, sustaining a spinal cord injury that left him paralysed from the chest down. He has been very open about this on the German velomobile forum. Daniel is a jack of all trades. He is someone who spots a problem and then sets about figuring out how to solve it. His training as a cabinetmaker helps

with this, but he also loved building a wall out of natural stone. In the same way, he figured out how to regain access to his workshop on the first floor of his garage after his accident. To do this, he converted his workbench – which consists of two layers of steel with wood in between – into a platform lift that he can drive onto with his wheelchair. The platform is large enough to hoist the body of a velomobile up or down as well. He has also made a wooden cupboard that hangs above his bed. This contains the items he might need. But the cupboard also has bars at the bottom which he can use to pull himself up and move around on the bed or get out of bed.

It is striking how positive Daniel's outlook on life is. Of course, it helps that he has solved many practical problems himself. But it is also in his nature. And it wasn't his first serious accident either. In 2004, as a talented mountain biker, he had already suffered a vertebral fracture and a pelvic fracture. Soon after the accident in 2024, he had decided to fight on. Things were far from easy, however; for many months he had a fever for which no cause could be found. It eventually turned out he had an undetected abscess following a bedsore. It was a shame it took so long to be discovered. Because a persistent fever is bad for your fitness; it slowly wears you down.

Velomobiles came into his life through a job at Beyss, which, amongst other things, manufactured velomobiles for Velomobiel.nl. At Beyss, they had already developed the *Evo* (from Evolution) *R*, and later came the *Evo K* and the *Evo S*. These were all velomobiles that were incredibly light; the *Evo R* weighed 21 kg, the later models even under 20 kg. During the development of the latter, it became clear to him just how complex a drivetrain is, and also how important. Yet Daniel did not quite fit in at Beyss. He wanted to innovate and develop new models, but he was not given the scope to do so. Daniel became an independent designer and enjoyed great success with the *DF* (*DF* are the initials of Daniel Fenn), which was brought to market by Intercitybike. It was only during the development of the *DF*'s successor that Daniel began to grasp the require-

ments an efficient drivetrain must meet and how to achieve them. This insight also came through a great deal of experimentation. Another important aspect of velomobiles is the overall rigidity of the structure. Thanks to Daniel, the *Evo R* has become truly rigid, and Daniel's feedback was also utilised in the production of the *Quest* to make it stiffer. This was because, with the *Quest*, a beautiful body had been created and an aluminium frame subsequently built into it, meaning the whole structure was not initially optimally rigid. The *Alpha 7* is truly different from its predecessors. It was also much less susceptible to crosswinds. This is due in part to the improved proportions of width, length and height. Then came the next generation, the *g*-series, which was another improvement. The *Ag* model was created using CAD for the first time. Before and after that, he mainly designed it intuitively by hand. He also experimented a great deal and learnt a >



Nici Walde and Daniel Fenn.



> lot from it. The 9-series was now also designed in different sizes. The A9 is the largest. The M9 is a smaller size and the W9 is an even smaller size. The W9s is the smallest. It seems logical to create an even smaller velomobile for Nici, which boasts the unique combination of a short length, low weight and high endurance, to achieve even lower aerodynamic drag. However, according to Daniel, this would not be a success because you would then have to use smaller wheels (not ideal) and also because the proportions of length, width and height would not be favourable for a stable bike. Much more information about his velomobiles and their performance can be found on Daniel and Nici's website, which, in my humble opinion, is one of the most beautiful and artistic websites in the recumbent cycling world (www.alpha-velomobile.com).

Due to his health problems, the development of a new bike has been on hold for a long time. He is now fit enough to focus his attention on a new generation of velomobiles, the *Omega*. Daniel also wants to ride a velomobile himself again. He has plenty of challenges ahead of him in that regard. The velomobiles currently available are not accessible from a wheelchair, so something needs to be devised. And he also wants the option of propelling a velomobile with his arms.

Wheelchair users, who had pinned their hopes on Daniel to develop better wheelchairs, will have to be patient. Even though Daniel has plenty of criticisms regarding their construction. At speeds above six km/h, they quickly become wobbly, something we don't see with velomobiles. Stability is also an issue on slopes. <

Nici's records

- 2015** 12 hours on Dekra Lausitzring (DF)(WHPVA)
 - 2016** Wereldrecord (record not recognised due to helmet), 12 hours, 1 000 kilometer, 24 hours (1106 kilometer) in Aldenhoven (M).
 - 2018** 12 hours, 1 000 km, 24 uur (1 088 kilometer) Opel Test Track Dudenhoven, (M), (IHPVA).
 - 2022** 12 hours, 1 000 km, 24 hours (1129 kilometer) Dekra Lausitzring, (M), (WUCA en IHPVA).
 - 2024** 12 hours, 1 000 km, 24 hours (1174 kilometer), Aldenhoven, (M), (WUCA with special permission for Aldenhoven).
- She was World Champion in 2015, 2016, 2017, 2019, 2021 and 2023.

Daniël's records

Daniël was multiple World Champion between 2012 and 2024. <



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COMMUNITY&

The Recumbent community

From local to global and back again

As all of us recumbent cyclists know, for us it is not just about the bicycle, speed, and convenience—it is about something more. We are part of a community that is connected on local, national, and international levels. These connections exist not only in person during touring rides and racing events, but also online.

There is a network of like-minded people who come together through forums, videos, and websites, each with its own focus on the (often personal) vehicle they take pride in and on the aspects that matter most to them. This chapter highlights several examples of that community. Our editor-in-chief, Jeroen Peeters, shares his personal recumbent cycling story. He also provides an overview of what brings together several local Dutch recumbent cycling groups. In addition, three of our community connectors have their say: Gary Solomons from the United States, Willeke van der Ham from the Netherlands and Marco Ruga from Italy.

Jeroen Peeters has been enjoying the community for years

Still Riding

By Jeroen Peeters

About twenty-five years ago I became fascinated by recumbent bicycles. At first, it was the simple but revolutionary idea that cycling could actually be comfortable.



Before that, I had already been an enthusiastic cyclist, mainly riding a conventional commuter bike and a road bike. In those days I travelled to the Belgian Ardennes two or three times a year to participate in touring editions of classics such as Liège–Bastogne–Liège, La Flèche Wallonne and Limburgs Mooiste. I loved the riding, the scenery and the atmosphere — but it was always a battle of endurance for the saddle, shoulders and wrists.

Once I discovered recumbents, I never touched my road bike again. Instead, the recumbent came with me to Belgium. I became part of the early Dutch recumbent scene and there I had the privilege of getting to know pioneers such as Allert Jacobs, Theo van Andel and Ymte Sijbrandij. These were people driven by curiosity, creativity and a desire to rethink cycling itself. My first recumbent was a *FlevoBike*. I learned to ride it fairly quickly, although it took nearly a year before it became more or less automatic. Later, other recumbents followed, and eventually even my wife was persuaded. Together we rode from the Netherlands to Rome, following Reitsma's famous cycling route to Rome — an unforgettable journey. Our son also caught the recumbent bug. He travelled across Europe on my old *Flevobike Fifty-Fifty* that he rebuilt himself with disc brakes and a completely new paint finish. More than once I cycled out to meet him on his way back from Spain or England. For many years now I have been riding a velomobile,

and at the age of seventy I am now the proud owner of a beautiful *Snoek*. Partly because I still enjoy the speed and efficiency, but also because I want to maintain my fitness and mobility for as long as possible. Three or four years ago I was asked to join the editorial team of *Ligfiets&*, and before long I unexpectedly became editor-in-chief. That was never an ambition in itself — after all, we create the magazine together — but it keeps me closely connected to the recumbent world and its ongoing developments. Perhaps even more importantly, it continues to bring me into contact with like-minded people: people who simply do what they find interesting and enjoyable, without pretension. In many ways, that spirit has always defined the recumbent community for me. And that is one of the reasons I still feel at home in it today. <



Unity in diversity

Local recumbents groups



Mooi Bennekom visits Rosendaal Castle in Rozendaal (Gelderland province).

For many outsiders, recumbent cycling is associated with speed records, aerodynamics and unusual machines. But behind the technical innovation lies something equally important: a remarkably active and connected community.



Across the Netherlands and Belgium, local recumbent groups continue to organise rides, tours and informal gatherings that bring together riders of all ages and backgrounds. Some groups are small and locally focused, others cover entire regions, but all share the same enthusiasm for human-powered travel.

Not all recumbent communities are centred around organised rides. In the northern provinces, *Noorderligt* serves as a broader network connecting riders across a large geographical area. At its core is a WhatsApp group of around thirty members from Groningen, Friesland and Drenthe. The group includes velomobile riders as well as riders of two- and three-wheeled

recumbents, united primarily by a shared love of cycling. The group functions as an informal platform for exchange. Discussions range from technical questions and event information to photographs from recent rides, while humour and light-hearted conversation are equally welcome. This relaxed atmosphere forms the heart of the community. Because members are spread across a wide region and often have different schedules, large group rides are relatively uncommon. Nevertheless, *Noorderligt* has organised several touring events and regularly meets at larger gatherings such as the *Northern Velomobile Tour*. Smaller rides between individual members or local clusters of riders take place more frequently, ensuring that the connections built online continue on the road as well.

In Friesland, the recently founded *Pompelèggers* group has quickly developed into a club for enthusiastic and often fast-paced riders. Although members live relatively far apart, smaller rides between individual members take place regularly, sometimes weekly. Their riding pace is known to be higher than that of many traditional touring groups — a reflection of the strong velomobile culture in the northern provinces.

Further south and east, the spirit is often just as social as it is sportive. The Achterhoek-based group *LOL* has been riding together for nearly fifteen years. Their philosophy is simple: enjoyment comes first. Routes are rarely planned in advance and depend on factors such as wind direction, weather and the type of recumbents participating that day. A ride with only velomobiles naturally covers more distance than one including open recumbents.

The group gathers every first Sunday of the month in Zutphen and has built up a tradition of ambitious longer rides. Some years ago they even completed a *LOL 500*: 500 kilometres within 24 hours. Their annual *Longest LOL of the Year* often exceeds 300 kilometres. Yet despite these challenges, the atmosphere remains informal and welcoming.

In Twente, another active regional group organises monthly touring rides of around 60 to 65 kilometres, always including a coffee or lunch stop halfway. Many members are aged 55 and older, although the group continues to attract new enthusiasts. Besides local rides, members frequently participate in larger national events such as *Oliebollentocht*, *Grenslantour* and tours around Texel. Their community extends beyond the road itself, with an active messaging group and extensive video documentation of rides by member Johan van Benthem, whose YouTube videos have become a small archive of the Dutch recumbent scene. The club even appeared on regional television in the RTV Oost series *De Fietsclub*.

Meanwhile, *Mooi Bennekom* demonstrates another side of recumbent touring culture: storytelling and landscape. Their monthly rides are often built around historical or local themes. Riders may follow the ancient Roman frontier along the Limes toward the old fortress of *Castra Herculis*, or search for the legendary Lady of Grunsfoort whose ghost is said to wander near the Molenbeek stream close to Renkum. The rides are deliberately accessible, around 60 kilometres long and ridden at a relaxed pace so that everyone can participate.

Taken together, these clubs reveal something important about the international recumbent community. While the bicycles themselves may appear unconventional, the motivations behind them are deeply human: friendship, curiosity, adventure, health, technical fascination and the joy of travelling together under one's own power.

That spirit is also what makes events such as the World Championships in Sittard more than simply a competition. They are a meeting place for a worldwide community connected not only by machines, but by shared experiences on the road. <

Moderators bring the community together

Building connections



Gary Solomons on Set 5-2020,

[Gary Solomons youtube@laidbackBikeReport](#)

From Sore Butts to YouTube Icon: My Recumbent Journey. The Catalyst Finding Comfort Together
My introduction to the world of recumbent cycling began in 1999 with a classic problem: discomfort. As our children were heading off to college, my wife Marilyn and I were looking for an activity we could dive into together to enter our next chapter as empty nesters. Marilyn suggested we buy a couple of hybrid upright bikes from Sears. We signed up for a local 8-mile community ride, and while we had a blast, by the end of it, our backsides were in absolute agony. Determined to find a more comfortable way to ride, I took to the early internet and discovered *BikeE* recumbents. We bought a couple of them equipped with fairings and rode them happily for years. From there, we were hooked. We graduated to a *Rans Screamer* recumbent tandem, logging tens of thousands of miles together across various tandem and recumbent rallies. Today, we actively explore the beautiful rail trails of Ohio and Europe on our *ICE Sprint X* or borrowed trikes.

The Birth of the *Laidback Bike Report* In 2015, another major life transition approached: my retirement. I needed a project that would keep me engaged, creative,

and having fun. I had dabbled in video production for years on a family level and decided to marry that technical hobby with my genuine love for human-powered vehicles. A few months before officially retiring, I launched the *Laidback Bike Report* (LBR) on YouTube. The early days were a trial by fire. The livestreaming technology of a decade ago was glitchy, my first shows felt completely unpolished, and I didn't yet know the right questions to ask. Worse yet, I didn't actually know anyone in the industry! I remember attending my first Cycle-Con and having to build up the courage to stick a microphone in front of a stranger's face. But it was a craft I committed to learning, and over time, the project snowballed into an incredible global community.

What Drives Me: Preserving Our History If you ask any YouTube expert for advice, they will tell you to keep videos short, snappy, and tightly optimized for the algorithm. I completely threw that advice out the window. Our monthly, live panel shows have regularly run for two hours—sometimes closing in on three. More recently we have begun to reduce that to under 2 hours—a slight concession.

I don't chase the algorithm. I chase the stories. What truly drives me is the deep joy of meeting the fascinating individuals who push this industry forward—from legendary world travelers to innovative designers. My goal has always been to give these individuals a long-form space to truly share who they are. Through LBR, we have been privileged to capture extensive on-the-ground event coverage at Cycle-Con and Spezi, alongside historical, deep-dive interviews. Looking back, I feel incredibly honored to have recorded comprehensive conversations with foundational icons of our community who have since passed away, such as Ian Sims and Mike Burrows. For me, the *Laidback Bike Report* isn't just a retirement hobby; it's a living, digital archive preserving the recorded history of the

recumbent community for future generations. With the AI tools now available this archive is available to everyone in the bent world to search and explore! As long as the industry keeps innovating—especially with the exciting evolution of e-assist technology—and as long as I'm still having fun, I plan to keep the cameras rolling.

Moderator Willeke of the Discussion forum

I am Willeke, as I am a member of the International Guild of Knot Tyers I go by Willeke_IGKT on the Dutch language recumbent cycling forum where Dutch recumbent riders may know me from as a moderator. I have ride cycles most of my life, almost as long as I have played with string and knots, but only the last twenty years recumbents.

Twenty years recumbents

I started with a rather heavy new delta trike, had that for 5 year before changing to a 20–26 two wheeled bike with the handle bars fixed quite high up. After another 5 years I bought a *Flevo trike* and a bike with



the special steering mechanism. And again 5 years later I bought my first velomobile, *Quest 34*, which two years on I damaged beyond what I could repair. The replacement was a *Strada*, with loads of road experience. So when the *Bülk 4 More* came available I ordered one, which I now have had for 14 months. Oh yes, I also own a *Whike* and a folding recumbent plus a few sit up bikes. I do not race, I ride with the acoustic and electric bikes on the cycle lanes and paths.

Friendly forum

We try to keep a friendly forum, where people go with questions and tell about their experiences and all help each other. In Dutch, but I know that translation software can help.

Statistics Ligfietsers.nl

73,744 posts in 2,810 threads, including bike sales, parts, advice on commuting, etc. 1,168 registered members. The highest number of users online at any one time was 4,440 on 25 March 2026 at 7.28 pm. 520 Users active in the last 15 minutes (4 members, 3 of whom are invisible, and 513 guests.



Photo Paul van Roekel, <https://mooigeelisenietlelijk.blogspot.com>.



Marco Ruga at YouTube@MarcoRuga and www.velocitapedali.it

How it came about Besides racing I created the YouTube channel out of a deep passion for the world of wheels, both with and without engines. My goal is to explore and share alternative, innovative ways of moving, with a strong focus on recumbent bikes, vehicle DIY/building, and green energy solutions. The channel is now one of the largest Italian YouTube channels dedicated to recumbent bikes and alternative transportation, where I share technical reviews, events, races and personal projects. Through videos, public demonstrations and exhibitions, I try to show that cycling can still evolve and surprise people.

What drives me What drives me is showing people the incredible performance, comfort, and efficiency that these alternative tech and cycling designs can offer.

How I go about it & Team

I run the channel independently, creating a wide range of content that goes from detailed technical tutorials and hands-on build projects to track tests, racing features, and discussions on energy savings.

Hobbies I enjoy racing, travelling, designing and testing unconventional bikes and velomobiles, especially homebuilt and experimental projects. For many years I have been promoting recumbent cycling, velomobiles and human-powered vehicles through competitions, events, technical projects, videos and social media. But

for me, HPV racing is not only about speed: it is also about friendship, creativity and sharing ideas with people from all over the world.

Proud of organising the World Championships 2025

The most extraordinary experience for me was to organise the 2025 Human Powered Vehicle World Championships in Italy together with the ASD Velocità a Pedali team. The event took place on the beautiful roads along Lake Maggiore and brought together riders, teams and enthusiasts from many different countries for a week of races, exhibitions, technical innovation and friendship. Organizing a world championship was an incredible opportunity to promote recumbent cycling and human-powered vehicles to the Italian public through media coverage, public events and test rides in one of the most scenic areas of Northern Italy. I became World Champion in the semi-faired category in 2023. <



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TRAVEL & TOUR

Exploring the World by Recumbent Bicycle

Photo Hase Bikes



From one or more bicycles to one for every purpose

Almost everyone cycles. It is one of the most enjoyable and practical ways to travel, whether for work, school, shopping or recreation. Many people own several bicycles, each designed for a specific purpose: a city bike, a road bike, a mountain bike or an e-bike. The same is true in the world of recumbent cycling. Many riders own different machines for different purposes: racing bikes for competitions, streamlined bicycles for speed records, practical trikes for daily use, or comfortable touring bikes for long-distance travel. Some even combine several functions in a single recumbent.

Long distances

Within the cycling world, recumbents occupy a unique position, especially over longer distances. The reclined riding position eliminates saddle discomfort, reduces strain on the neck, shoulders and wrists, and offers both aerodynamic advantages and an excellent view of the surrounding landscape. Distances that seem extraordinary to many cyclists are often considered normal within the recumbent community. Velomobile riders regularly cover several hundred kilometres in a day, sometimes carrying full camping equipment. Others prefer a more relaxed pace, enjoying the scenery and comfort that recumbents provide. Entire families travel together, such as the Bakker family, who reached the 2025 World Championships in Italy using trains and recumbent bicycles.

Human-Powered Transportation

For some riders, human-powered travel becomes a way of life. They have largely replaced the car and challenge themselves to travel as much as possible under their own power. Besides reducing environmental impact, it can also significantly lower travel costs, as Yaïr Da Costa discovered through his own calculations.

Endurance events

Recumbent cyclists also take part in demanding endurance events. Eva Jacobs completed the legendary

Paris–Brest–Paris on a *Snoek* velomobile, demonstrating an impressive combination of endurance and determination.

Traveling with a Physical Disability

But recumbents are not only about speed and adventure. For many people with physical limitations or health challenges, recumbent trikes provide mobility, freedom and independence that traditional bicycles can no longer offer. Menno and Willemijn, for example, travelled nearly 3,000 kilometres to Santiago de Compostela on a recumbent trike, a remarkable journey that later inspired them to write a book.

Nynke Veldman also refuses to let her limitations prevent her from taking part in cycling tours. She will be participating in a multi-day cycling event along the famous Eleven Cities route in Friesland: the *Unlimited Eleven Cities Tour*. The following pages present a selection of inspiring travel stories from riders who explore the world in their own way — not as fast as possible, but as consciously, comfortably and freely as possible. <

The festival called Paris–Brest–Paris

By Eva Jacobs,
photos by Eva Jacobs
and Ivo Miessen

I understood nothing of it. For a year I had been preparing. Every month a brevet, sometimes two, and usually cycling to the start: Boekelo, Groningen, Zeeland and the Climate Ride along the ‘new Dutch coastline’. Clocking up kilometres to find out whether I could do it.



It had always been my dream to take part in Paris–Brest–Paris. Very quickly my dream became an illusion along the way — too many setbacks, fatigue and ultimately climate change too were the reasons that led me to the conclusion that I’d better leave the ride to others. That was in November 2022. A month later I thought, if I don’t at least try it, I’ll never forgive myself. In July I had 12,000 kilometres on my annual cycling odometer. I was completely ready for it. My dear family decided to come along to Paris. So we drove by car, the *Snoek* on the roof and a trailer with 4 ‘up wrong’ bikes. The Paris–Brest–Paris brevet I would ride with Jos.



Previously published in
Ligfiets& 2023-4.



On the first day the three *Snoeks* still drove together.

Jos had believed in it earlier than I did; he had a plan! I never plan, I take it as it comes or I do what other people do... And we had the *Snoek-L* that he very much wanted to have for this. The deal was quickly done. A few rides in the French countryside revealed that the front derailleur wasn’t shifting quite properly. On the morning before the start of Paris–Brest–Paris (20 August) we were still busy adjusting it. After an hour of getting on, riding, getting off, adjusting... I no longer had any confidence in it. Yet Allert managed to fix it!

The start is in Rambouillet, a town near Paris that is notably less busy. It is hot. Or at least that’s how it feels after a month of rainy cold summer in the Netherlands. All the Dutch people are feeling the heat. We gather at the château in Rambouillet for the Paris–Brest–Paris group photo. Most are wearing the club clothing I designed. Nice to see. Then a bit more preparation under the trees of the castle park, chatting with friends or with those who want to admire my bike. Peter’s *Snoek* is there too, but just before we have to line up for the bike check, his lights turn out not to be working. Jos rushes to help and together they quickly fix the loose cable. Just before the start I’m interviewed by two lovely ladies. “Why did you choose this bike?” “I make them, my husband is the designer, I had no choice.”

At quarter past five we depart together with group F, the special bikes. Once on the road I see passing (or being passed by) folding bikes, *Moultons*, fixies or ancient touring bikes, tandems, even a triple tandem with a German crew. And another eight or nine velomobiles.

At first things go smoothly, but I pedal more than that is desirable for Jos. Then there’s a coffee and cola stop, where we both perk up. A journalist comes by and since his knowledge of French is nil, he just takes photos and writes down our names.

In every village where we ride through, people cheer us on in cafés, families stand in bends to wave, couples sit on camping chairs on hills in the burning sun to clap hands for. I wave back to everyone and usually smile while doing it. Jos and I maintain a constant pace (averaging 100 watts for me), riding from checkpoint to checkpoint. When possible, I treat myself to coffee, cola and a French sandwich (a filled half baguette). I eat a lot and regularly. To my surprise I have no stomach complaints. For drinks I brought sports drink in powder form for the whole trip. Perhaps foolish, but the taste is very sensitive for me. We climb super slowly and descend super fast. There are 10,000 metres of climbing on the route. And it is hot. The first night we stop just after the checkpoint in



Peter, Eva and Jos.

Fougères with 2¼ hours sleep on the roadside verge. Me in my sleeping bag, Jos in his bivvy. The second night we want to sleep in Carhaix-Plouguer (at 514 kilometres), six hours or so. Denis, a customer of ours, would be waiting for us there. I exchange a few messages with him and understand he has arranged an overnight stay. After meeting him further along the route to Brest it turns out there's been a misunderstanding. Still, I'm glad to see him! He calls his wife and we ride another short hour, where she arrives with a camper van. We sleep in it at the 540th kilometre, almost six hours long. In the morning we join in, a long queue of red lights and reflective vests. Truly magical! So many cyclists busy with the same thing. Denis rides with us.

We just make the control in Brest before closing time. Completely inattentive, stupid! Paused a moment, got a bit delayed, photo taken on the bridge where you can see the Atlantic Ocean, and then back to Paris. Denis has left us again in Carhaix.

It is still hot, the hills are steep, sometimes I go up at 6.3 kilometres per hour and back down at 85 kilometres per hour. But there are still all those people along the road, as if they came for us. "*Bravo, madame!*" Children hold out their hands, sometimes you high-five five in a row. You see the names of participants on banners, very likely put up by villagers. "*Maman, quand je serai grande, j'y vais aussi.*" (Mum, when I'm older, I'll do it too.) Three times I've had water handed to me on a bike by a little boy. So cool! And all the decorations everywhere!

The second day we cover 384 kilometres. That means after a short nap (three hours) in Fougères we still have 290 kilometres to go.

Sleeping in a gymnasium is no success. Doesn't matter, after the finish it'll certainly work. And it's cloudy. The first 100 kilometres go well then. Breakfast along the road is provided by the local people for a picture postcard. And Jos is still cheerful company. And then

someone stole all the clouds. A terrible 150 kilometres arrives, bathed in sweat, salt and pain, constantly pouring water over your head under whatever tap there is. Everyone is struggling.

Participants lie in the verges in the shade. Spectators cheer ever more enthusiastically and that is also my salvation. They distract me from my personal misery and they lead me towards the finish. How grateful I am for them! They make it a celebration! We cycle over the last cobble in Rambouillet at 22:35. <

PS I also traded (cycling) shirts along the way. Before the start I thought nothing of it but afterwards I felt quite shy and we traded with a Japanese person.



Cycling through the night.

Bike Holiday to the World Championships in Italy

By Rembrandt Bakker,
photos Marieke Rijkse,
Rembrandt Bakker,
Roel van Dijk

Two years ago, our family cycled to the World Championships in Lustenau. We enjoyed it so much that this year's championships at Lake Maggiore proved irresistible. Since our holiday starts a little late, we look for a train connection to Italy with four bicycle spaces and enough transfer time to spend a night en route.



The return journey presents another challenge. The Alps stand in our way, and most mountain passes are busy with traffic.

Via the Little St. Bernard Pass, we come up with a plan to cycle through the Alps and the Jura Mountains to Basel and take the train home from there. That means 1,000 kilometres and 10,000 metres of climbing.

Time to overhaul our aging fleet of bicycles. The *Optima Cheetah* gets new bearing bushings, the *Fujin* is refurbished, the *Stinger* receives new brakes, and

the Taifun has to be replaced by a spare *Baron* when a crack is discovered in its frame. All the bikes get smaller chainrings for the steep climbs. Camping and cooking gear come along, as do the badminton rackets.

Trains and Tunnels

Day one begins with a ride to Kleve station. Near Mook, a huge pile of broken glass lies scattered across the road after an unfortunate transport accident. Shortly afterwards, we just manage to catch a local train. In Kleve, the bikes roll smoothly onto the waiting train. Not everything goes quite so smoothly. In Basel, we discover that the carriage order of our ICE train has been reversed, forcing us to sprint 350 metres with fully loaded bicycles. In Switzerland, a conductor points out that recumbent bicycles are officially not permitted on a particular train.

In Domodossola, a final climb to the campsite awaits us. Along the way, tunnels provide their share of excitement. In one winding tunnel, a terrifying roaring noise turns out to come from an ordinary truck. Later, I think I smell burning brakes, only to discover that the culprit is my sleeping mat. Since then, I have liked tunnels a little less.

In the Aosta Valley, we follow a beautiful old road. On the Little St. Bernard Pass, tunnels and roadworks create more difficult situations. On one narrow section, traffic from both directions nearly descends into chaos. After a rest day, we ride to Meina, the headquarters of the World Championships. Our campsite is located beside the 400-metre track. Everywhere we see Japanese beetles, an invasive species that leaves young trees almost completely defoliated.

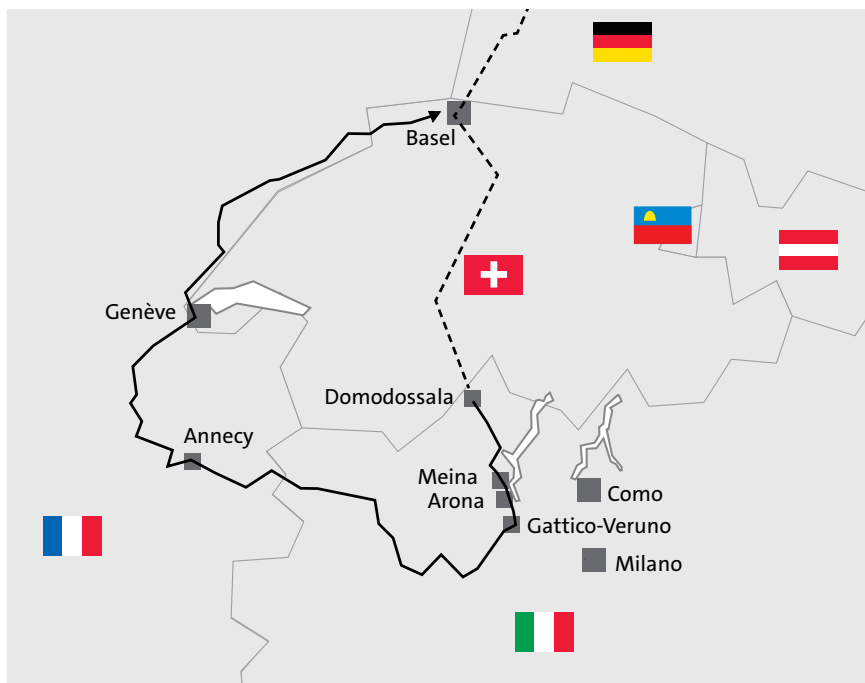
The championships begin with a sprint race in Arona along Lake Maggiore. The course is narrow, but thanks to a large army of volunteers, everything runs smoothly. On the second day, we join Roel van Dijk at the 100-kilometre race on a karting circuit. Christoph Rindlisbacher dominates the field and ultimately wins the overall title.



We prefer riding on goat and sheep paths.



The whole family on the road.





The bike of world champion Christoph Rindlisbacher.



Approaching Lago Maggiore.



This article appeared in Dutch in Ligfiets& 2025-4.

After a final sprint and hill-climb event, our journey back towards Basel begins.

We descend into the Po Valley, where vast rice fields stretch across the landscape. The route takes us through beautiful old towns with narrow streets and village pumps. The children rarely want to stop, but we often find ourselves passing through them unexpectedly.

Crossing the Aosta Valley, we occasionally choose unpaved alternatives. On one narrow ledge trail above a wild river, Marieke comes uncomfortably close to the edge. Yet these adventures are often the most memorable parts of the trip.

Campsites are not always open when expected. Several times we end up spending the night outside a locked gate until the carabinieri arrive in the middle of the night. Unsure what to do with us, they eventually leave us in peace.

At the *Rafting Republic*, we put on wetsuits for a trip through icy mountain water. Afterwards, we begin the climb towards the French border at an altitude of 2,189 metres.

Tour de France

In France, we first have to wait for 16,000 participants in a cycling tour event to descend the mountain. Only hours later can we start climbing the Col de la Rose-lend ourselves, camping just below the summit.

The next day brings a descent of 1,500 vertical metres. Following a network of cycle paths, we reach Lake Annecy, where we only find a campsite with space on our fourth attempt. The warm lake is a welcome contrast to the icy mountain streams.

Along the way, we meet father and son Rademakers from Sittard, who are planning to organise a future Recumbent Cycling World Championship. Soon afterwards, we unexpectedly find ourselves at a stage finish of the Tour de France. Standing just 200 metres

from the finish line, we experience the publicity caravan, the crowds, and the speeding riders at close range.

Our route loops around Switzerland, but we still spend one night there. Its reputation for high prices proves entirely justified. In the Jura Mountains, Osmand surprises us with beautiful unpaved routes, including a tunnel beneath a railway viaduct.

Meanwhile, the weather forecast becomes increasingly ominous. A fellow camper tells us that the region is known as *Little Siberia*, where temperatures once reached minus 41 degrees Celsius. With only one serious downpour, we eventually reach the Doubs River near Basel by train.

After leaving the train, we still have 85 kilometres to ride from Kleve back home. Despite a strong headwind, we complete the final stretch in record time, with Viktor and Oliver finishing the journey with a spirited sprint. <



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Milestones, the Camino on Wheels and Willpower

Text and photo
Willemijn van Sandick

The Veinedagen lecture
can be found on the
website TrikeSpecialisten
– Menno and Willemijn
cycle by trike to Santiago
de Compostela.

Sometimes a great adventure begins with a simple idea: what if we just do it? That is exactly what Menno and Willemijn did in 2023. They set off towards Santiago de Compostela on a trike. A journey of no less than 3,000 kilometers along a route that has been walked and cycled for centuries. But this journey was different.



Menno began this trip with almost no strength in his legs. Because of a disability, movement was anything but natural for him. Where others simply get on a bike and go, for him it was a leap into the unknown. With the help of an assisted trike, he started a journey that many people — and probably he himself as well — wondered: is this even possible?

From limitation to movement

What happened along the way was something no one could have predicted. After only a few days, the wounds caused by a more inactive life disappeared. The strength in his legs increased. Every day of cycling meant progress. Not only in kilometers, but in independence. In confidence. In freedom.

And perhaps even more impressive than the physical transformation was the mental journey. Thoughts such as “I can’t do this” and “this is impossible” slowly made room for something else: perseverance. Belief. Amazement. What first seemed impossible gradually became reality along the road.

They did not make it easy for themselves

As if the challenge was not already big enough, Menno and Willemijn deliberately chose to follow the walking routes for most of the journey. On an upright bicycle

and a trike. That meant: searching for the right path, struggling with surfaces and equipment, and finding creative solutions for overnight stays (because where do you leave a trike?). Easy? Certainly not. Worth it? Absolutely. It is precisely those obstacles that make this story so pure and inspiring.

From lecture to book presentation

During Veinedagen they already shared their adventure. The audience hung on every word. The combination of technology, perseverance and personal growth deeply touched many people. And the registration for the book presentation at Paagman in The Hague filled up immediately — no fewer than 250 people are coming to listen. That says something. This story matters. Now there is the book.

Why you will want to read Milestones

Milestones is not an ordinary travel story. It is an honest, vulnerable and powerful account of setbacks, daring to ask for help, trust, and what happens when you decide to get on the bike anyway, even when you think you cannot do it. It is a book for anyone who struggles with setbacks, doubts themselves, longs for freedom, dreams of their own adventure. And yes — it may very well happen that after reading it, you feel inspired to set out on a journey yourself. Maybe not all the way to Santiago. But in your own way. On your own bike. With your own story. *Milestones* by Willemijn van Sandick is now available for pre-order (ISBN 9789062227198). You can order it through your local bookstore or online. Do you dare to set off too? <



First published in the Trike
special of Ligfiets& 2025.



Nynke Veldman laat zich niet beperken door fysiek ongemak

Ingeschreven voor de vijfde Onbeperkte Elfstedentocht

Door Nynke Veldman

De Onbeperkte Elfstedentocht wordt georganiseerd door



Nynke Veldman laat zich ondanks haar beperkingen niet weerhouden van het deelnemen aan fietstochten. Zij gaat meedoen aan een meerdaagse toertocht langs de beroemde Friese Elfsteden, de Onbeperkte Elfstedentocht, 16–20 september 2026. Inschrijven <https://sport.fryslan.nl/project/onbeperkteelfsteden-tocht>.

Ik hoor het je denken... “Vijf keer die barre tocht?” Ja, het zou eigenlijk de zesde moeten zijn, maar die ene keer dat ik er wel bij was, maar niet meedeed, was ik herstellende van een hersenschudding.



Mijn naam is Nynke Veldman en ik heb op 8-jarige leeftijd in coma gelegen, waardoor ik hersenletsel heb opgelopen. De aansturing vanuit mijn hersenen naar mijn benen en armen is niet optimaal, waardoor mijn motoriek en kracht zijn afgenomen, en mijn energie verminderd is. Ook heb ik cognitieve problemen zoals geheugen- en concentratieproblemen, etcetera. Fietsen is voor het behoud van mijn kracht een goed middel. Het mooie van fietsen is dat het een ritmische handeling is en dus weinig energie vraagt van mijn hersenen. Fietsen is dus een zeer toegankelijke sport. Dat kun je ook zien bij de deelnemers van de Onbeperkte Elfstedentocht: aan de start zie je een grote verscheidenheid aan fietsers.

Waarom zou je dit willen doen?

Dankzij de Onbeperkte Elfstedentocht en Covid-19 ben ik verslaafd geraakt aan het fietsen. Voor corona stond ik meerdere dagen in de sportschool om fysiek sterk te blijven. Toen eenmaal de sportscholen dichtgingen ben ik gaan fietsen, fietsen, fietsen. Samen met mijn fysiotherapeut heb ik een trainingsschema opgesteld met als doel het welbekende Elfstedentochtkruisje te behalen.

En heb je eenmaal het kruisje, dan wil je meer. Het is niet alleen de kick van het Elfstedentochtkruisje, het is ook de gezelligheid, de vriendschappen die je opdoet,

de sfeer van saamhorigheid en zoveel meer. De Onbeperkte Elfstedentocht zorgt ervoor dat ik ieder jaar een doel heb om naar toe te werken.

In Friesland ken ik nog geen andere tochten waar je als gebruiker van een driewieler/trike of een speciale fiets aan mee kunt doen. Maar door in contact te komen met mensen uit het hele land heb ik nu op verschillende plaatsen (Zandvoort, Limburg, Brabant, Drenthe) leuke ervaringen kunnen opdoen.

Hoe ziet de tocht eruit?

Heb je nu geen hersenschudding en houd je van fietsen, dan is de Onbeperkte Elfstedentocht de meest toegankelijke tocht waaraan je kunt deelnemen. De Elfstedentocht is 240 kilometer in totaal. Je doet 11 steden aan en vele dorpjes en geniet van de verscheidenheid aan landschap van het mooie Friesland.

De Onbeperkte Elfstedentocht kun je indelen zoals jij wilt. Kun jij 25, 10, 5 kilometer of 500 meter afleggen? Dan deel je het in naar jouw kunnen en is dat jouw Elfstedentocht. Maar wil en kun jij dagelijks 50 kilometer fietsen, dan kun je in vijf dagen de complete Elfstedentocht fietsen. Wil je het deels wandelen? Ook dat kan! In overleg met de organisatie is er veel mogelijk.

De complete tocht ziet er als volgt uit:

- Dag 1 Leeuwarden–Dokkum, 31 kilometer.
- Dag 2 Dokkum–Franeker, 46 kilometer.
- Dag 3 Franeker–Workum, 45 kilometer.
- Dag 4 Workum–Sloten, 43 kilometer.
- Dag 5 Sloten–Leeuwarden, 49 kilometer.

Overnachting, eten en drinken

Overnachting kun je zelf regelen, maar het is ook mogelijk een arrangement te boeken. In dat geval logeer je met andere deelnemers in een aantal huisjes op een vakantiepark. Voor eten en drinken wordt in dat geval gezorgd.

Deelnemers die geen gebruik maken van het arrangement krijgen tijdens de tocht voldoende tussendoortjes. Voor een lunch is niet gezorgd, die moet je zelf regelen.

Ga er niet vanuit dat je onderweg makkelijk ergens een lunch kunt kopen, want je komt door dorpjes waar niet 1-2-3 een supermarkt of een bakker is, laat staan een terras! Iedere dag is om 11 uur de start, dus je hebt tijd genoeg om ergens vooraf een lunch te kopen.

Trein

Kom je elders uit het land, dan kun je Leeuwarden goed bereiken met de trein. Neem je je fiets mee? Dat kan, boek dan wel NS reisassistentie via de app of telefonisch, want als je dit geboekt hebt is de NS verplicht je op de plaats van bestemming te brengen. Mocht er onderweg iets gebeuren, dan kun je altijd op ze terugvallen.

Heb je een fiets die iets breder is dan de voorgeschreven regels, dan lukt reizen met de trein wel, maar gaat het iets moeilijker. De mensen van de NS zijn over het algemeen meedenkend over hoe ze de fiets aan boord van het treinstel kunnen krijgen. Dit schrijf ik uit eigen ervaring.



Kosten

De kosten voor het meedoen aan de Onbeperkte Elfstedentocht zijn afhankelijk van hoe je het inricht. Inschrijving per dag is €10, opslag van de fiets 's nachts is €5, vervoer van finish naar start kost ook €5.

Je kunt zelf overnachtingen regelen door bijvoorbeeld gebruik te maken van Vrienden op de Fiets (€25 per nacht). Via de organisatie kun je gebruikmaken van een arrangement waarbij je met een groep deelnemers overnacht op een vakantiepark (kosten verschillen van €550 tot €750).

Sponsoring

Ter stimulans is het ook een optie dat je je laat sponsoren en voor een goed doel gaat fietsen. Je krijgt dan een donatiepagina en kunt leuke acties bedenken om zoveel mogelijk geld op te halen voor een goed doel. Ik heb iemand gevonden die mij sponsort door flyers voor me te maken. Deze deel ik persoonlijk uit, ondersteund met mijn eigen verhaal, en zo haal ik ieder jaar voor een groot bedrag geld op voor een goed doel. Is het je allemaal te duur of twijfel je of dit allemaal voor jou wel mogelijk is?

Een deel van het sponsorgeld kun je ook zelf ontvangen (in overleg met de organisatie) om je doel te verwezenlijken.

En wat de fysieke mogelijkheden betreft: je kunt het aantal kilometers fietsen dat jij kunt; je hoeft niet de complete tocht te doen.

Waarom zou ik meedoen?

In het kort is de tocht bedoeld om: persoonlijke doelen te behalen en deze eventueel jaarlijks aan te passen aan wat jij kunt, je mogelijkheden te verbreden, leuke mensen te ontmoeten met dezelfde mindset, ontberingen te ervaren zoals dat hoort bij een Elfstedentocht (regen/wind), trots op jezelf te kunnen zijn omdat jij je voor een goed doel inzet.

En ik weet dat als je een beperking hebt, je niet gauw trots op jezelf bent. Ontberingen horen gewoon bij het leven, het is niet anders. Maar als je met die ontberingen een enthousiast publiek bij de finish mag ervaren en je ook nog eens voor een goed doel geld ophaalt door je eigen inzet... dan geeft dat je een heel goed gevoel dat niemand je meer afpakt. Zie ik jou woensdag 10 september bij de start in Leeuwarden? Geef je op via <https://onbeperkteelfstedentocht.nl/de-onbeperkte-elfstedentocht/inschrijven>. Op deze pagina kun je ook verdere informatie vinden. <

International contacts

European Human Powered Vehicle Association <https://ehpva.org/>
National clubs working together for a shared goal.

World Human Powered Speed Challenge Annual battle at Battle Mountain, Nevada <https://whpsc.org>.

European Cyclists' Federation, ECF Promotion and encouragement of cycling for mobility the EHPVA is represented by HPV Deutschland and Future Bike (Switzerland) <https://www.ecf.com>.

World Human Powered Vehicle Association Competitions and ratification of records many national clubs which participate in the EHPVA are active members of the WHPVA, www.whpva.org.

International Human Powered Vehicle Association, IHPVA Includes the digital archive of *Human Power journal*, www.ihpva.org/home.

Laidback Bike Report (recumbents, velomobiles) Monthly webcasts, free to watch live or later www.laidbackbikereport.com.

Velomobile Seminars Online Free resources about the design and use of velomobiles <https://velomobileseminars.com>.
info@velomobileseminars.com.



Recumbent news (bikes, trikes, quads, velomobiles, e-assist, components) stories, technology, tips & tricks <https://recumbentnews.com>.

Regional competitions for engineering students, currently only in the Americas and Asia Pacific <https://efests.asme.org/ehpvc>.

Pedal Prix Racing Championship Largest velomobile racing event in the world <https://ahpvss.com>.

European associations

HPV Club of The Netherlands, NVHPV <https://ligfiets.net>, nvhpv@ligfiets.net.

HPV België www.hpv.be
info@hpv.be

Human Powered Vehicles Deutschland <https://hpv.org>, info@hpv.org.

L'Association Française de Vélocouché www.afvelocouche.fr, afvelocouche@gmail.com

ASD Velocità a Pedali Italia www.velocitapedali.it, info@velocitapedali.it.

British Human Power Club www.bhpc.org.uk/
enquiries@bhpc.org.uk

Der Verein Future Bike Schweiz www.futurebike.ch.

Austria Liegeradclub Vorarlberg www.liegeradclubvorarlberg.co.at,
index.phpwerner.klomp@eclipso.at.



The 'cycl'ev vehicle from WeatherVelo is being developed by two members of the British Human Power Club. Intended for practical urban use in busy traffic, it is 150 cm high yet carefully configured for stability. Features include a three-point safety belt, 45km/h cruising speed (moped class), over 100 litres of load space and an easily adjusted seat.

Our engineering prototype was certified (passed British National Type Approval) in March 2026. Beta-testing with pre-production prototypes is due in 2027. Available to buy: expected 2028.

WeatherVelo wishes the best of luck to all competitors in Sittard-Geleen!



www.WeatherVelo.com

Email: info@weathervelo.com



2026 World HPV Championships Organisation

Core group

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Other contributors

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The 2026 HPV World Championships are made possible by





Foto Paul van Roekel.

In het volgende nummer

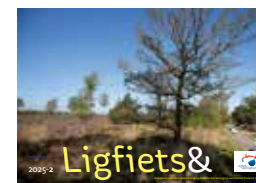
Kopij, E-mail& naar hoofdredacteur@ligfiets.net.
Advertenties ook via hoofdredacteur@ligfiets.net.

Artikelen voor *Ligfiets&* 2026-3 inleveren voor 1 september 2026.
E-mail& of advertenties inleveren voor 4 september 2026.



De NVHPV, de Nederlandse Vereniging voor Human Powered Vehicles, stelt zich ten doel de verspreiding en de ontwikkeling van mens-aangedreven voer-, vaar- en vliegtuigen te bevorderen.

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Ligfiets&

Colofon

Ligfiets& is het verenigingsblad van de NVHPV. Het verschijnt vier maal per jaar, tot 2002 onder de naam *HPV-nieuws*. Dit is jaargang 42.
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Ligfiets.net

Internet www.ligfiets.net.
Tips en inhoud redactie@ligfiets.net.
Technisch of onderhoud webmaster@ligfiets.net.

Lidmaatschap De contributie voor 2026 is € 21,50 voor een lidmaatschap inclusief abonnement *Ligfiets&*, € 20 lidmaatschap inclusief *Ligfiets&* met automatische incasso, € 10 lidmaatschap zonder *Ligfiets&* met automatische incasso, € 24,50 buitenlands lidmaatschap en *Ligfiets&*. **IBAN** NL36 INGB 0004 9167 87, **BIC** INGBNL2A ten name van NVHPV te Amsterdam.
Contactadres leden@ligfiets.net.
Opzeggen Een eenvoudig mailtje aan leden@ligfiets.net is voldoende om aan het eind van het lopende jaar het lidmaatschap te beëindigen.



Agenda

Kijk op Ligfiets.net voor meer informatie.



Race&

10–12 juli World championships 2026 Sittard-Geleen, Tom Dumoulin Bike Park Parijsboulevard. Orders for lunches and pasta buffets close on 15 June at midnight.

28 juni Zomercompetitie 12–17 uur Wielersportcentrum Schaarsdijkweg Tiel, **8 augustus** A Race in the Park Rütenbrock, nu bij De Polderputten, Hane-tangerweg 5a, 9561 PE, Ter Apel. Locatie BBQ en kamperen: Peterdose Ost 7, 49733 Haren-Rütenbock.

29 augustus Industriepark Emil Mayrisch, 52457 Aldenhoven. **6 september** Zomercompetitie Assen, Stadsbroek 9.

Toer&

19 juni 2026 Climate Classic, met 2500 anderen langs de 'toekomstige' kustlijn van Nederland, Breda–Groningen.

20 juni Mooi Twente Delden–De Lutte.

27 juni Mooi Bennekom, station de Klomp

27 juni Waterlandse Lig-gers Zaandam.

28 juni HSL Pijnacker.

5 juli Liever Liggend Gouda, de Waag.

10–12 juli WK 2026 Campingovernachtingen in Elsloo en Puth, Watersley 31 (teamhuizen), Sittard.

10–12 juli Worldchampionships 2026 Sittard-Geleen, Tom Dumoulin Bike Park Parijsboulevard. Overnachting in Sporthostel The Tower, Watersley 12 Sittard.

11 juli Drielandenfiets-tocht.

11, 12 juli Ligfietsenbeurs op zaterdag en zondag.

11, 12 juli Kinderraces, zaterdag en zondag.

18 juli Mooi Twente Holten–Ommen.

25 juli Mooi Bennekom, DVO-sporthal.

25 juli Waterlandse Lig-gers Zaandam.

26 juli HSL Pijnacker.

2 augustus Liever Lig-gend Gouda.

22 augustus Waterlandse Liggers Zaandam.

25–28 augustus Omni sportief, vierdaagse fiets-tocht, Nivonhuis Heerlen.

29 augustus Mooi Bennekom.

30 augustus HSL.

4 september Betuwetref-fen 6 bij Petra en Wilco, Rijswijk Gelderland.

6 september Liever Lig-gend Gouda.

19 september Appelflap-pentocht, Everdingen.

26 september Mooi Ben-nekom station De Klomp.

26 september Water-landse Liggers Zaandam.

27 september HSL Pijnacker.

4 oktober Liever Liggend Gouda.

24 oktober Waterlandse Liggers Zaandam.

25 oktober HSL Pijnacker.

31 oktober Mooi Benne-
kom.

1 november Liever Lig-gend Gouda.

28 november Mooi Bennekom

28 november Waterland-se Liggers.

29 november 11 uur HSL.

19 december Waterland-se Liggers.

27 december HSL.

Contact toerclubs

Ligfietsclubs in Nederland en België onderhouden contacten met de NVHPV, maar zijn er officieel geen onderdeel van. Wijzigingen? [redactie@ligfiets.net!](mailto:redactie@ligfiets.net)

Assen Ligfietsers Wekelijks, start 10.30 u in Vries, assenligfietsers@googlegroups.com.

Grensrijder www.grensrijder.com, Chris Trines.

HSL Holland Sociaal Liggend, Pijnacker, Henri de Ligger liggendefiets@gmail.com.

LOL Lekker Ongebonden Liggen, Zutphen, casperjansen@live.nl, telefoon 06 1115 8266.

Liever Liggend Gouda, rspd@caiway.nl, Ruud Steeman.

Ligfietsers.be Ligfietsers.be is de grootste ligfietsgroep in Vlaanderen, die onderling nauw contact houdt via het forum. Er bestaan 3 regionale onderafdelingen: WOL, West- en Oost-Vlaamse Liggers, LiLi, Limburgse Liggers en LIA, Liggers Antwerpen.

Limburgse Liggers België, www.limburgseliggers.be.

Mooi Bennekom mooi.bennekom@gmail.com, <https://sites.google.com/site/mooibennekom>.

Mooi Twente m.a.tuinte@me.com.

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Trike Tour Club Facebookgroep *Trike Tour Club*.

VLA Verenigde Ligfietsers Amersfoort, www.ligfiets.net/club/vla.html.

Waterlandse liggers Zaandam, www.recumbinati.nl.

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